

AVIATION ITEMS-----ARGENTINA

G-2 REPORT

RECEIVED
CAPT. H. H. S. A.

ARGENTINA-----AVIATION

2033

January 2

22

(Add)

(41) Personnel

(a) Foreign Missions

Nicolás Bó, an Italian pilot, and who was a member of the Italian Aviation Mission to Argentina, left Buenos Aires on December 28th intending to fly to Lima, Peru carrying a passenger.

He arrived with his passenger in Santiago, Chile without mishap.

(Add)

(19) Training

(56) Individual

(b) Advanced Schools

The Director of Aeronautics has ordered a complete revision of all the combat machines of the school in order that the 18 officers pertaining to the last aviation course, may undertake their programme of exercises in perfectly conditioned machines.

Among the tests to be complied with is a circuit flight comprising the towns of Navarro and San Antonio de Areco, and a two hour flight at over 3000 meters. The machines to be used for all tests will be the S.V.A. and Bristol of 220 and 300 H.P. respectively.

(c) Of commercial pilots

The Executive Committee of the Argentine Aero Club has organized an aviation school for members, and this school will be inaugurated on January 6. The school is located at the town of San Isidro (a suburb of Buenos Aires). The field to be used by the Club has been rented from the River Plate Aviation Company, and a large hangar with room for 6 machines has been built.

To start with the Aeronautical Service of the Army has loaned the Club two machines, both Cuadras, one of 80 and the other of 100 H.P.

Pilot training will be commenced in these machines, and continued later in Curtiss training planes, considered the most appropriate for this object.

Training will be in the hands of Messrs. Kingley, Hassett and Stewart, all members of the River Plate Aviation Co.

NAVAL POWER

(Add)

(35) Distribution

(74) Strategical

The Aviation Service of the Argentine Navy has just issued its regulations governing the service. Thus, naval aviation will be the first body in Argentine having definite legal regulations on its activities.

(Add)

(110) Strategic Aspect

(a) Sentiment of people toward aviation.

The Uruguayan Aero Club recently organized an aviation festival to collect funds pro the aviation trip to Lima, Peru.

The President of the Aviators' Brigade of the Argentine Patriotic League, went over to Montevideo to complete all arrangements.

The Argentine aviators Etcheverry, Hearn and Olivero took part in the affair, also two German pilots, Holtz and Geberth gave exhibitions of aviation aerobatics.

(Add)

(134) Commercial Routes

Further information concerning the Zeppelin Service from Cadiz to Buenos Aires is to the effect that a Spanish business group made the first suggestion, and a project is now agreed upon which will result in a bi-weekly service between Cadiz and Buenos Aires, a distance of about 7,000 miles.

As the Treaty of Versailles forbids Germany building or using great Trans-Atlantic airships, a Spanish company has been organized with a capital of 80 million pesetas. A group of Spanish bankers and industrialists have already provided 50 millions, and the Spanish Government will guarantee the payment of interest.

Organization and technical direction, as already reported, will be in German hands, and the airships, which will be manned by crews selected from the staff of the Zeppelin works at Friedrichshafen, will be built in Spain and Argentina.

Three Zeppelins will at first be constructed at a cost of 36 million pesetas. They will have a maximum speed of 90 miles an hour and will carry a load of 11,000 kilograms.

The prime mover in the venture is Dr. Hugo Eckener, director of the German Air Travel Co., and for many years one of the chief colleagues of the late Count Zeppelin.

The hangars, stations, gas works, wireless installations, etc., in Spain and in South America will cost an additional 40 million pesetas.

Each journey, it is reckoned, will cost 420,000 pesetas. Sixty passengers will be carried on each trip at a charge of 5,000 pesetas each, and 300,000 postal packets and letters

WANT BOARD

at an average of two packets each. This represents an income of 300,000 packets and a profit of 420,000 packets.

Ultimately there will be 100 trips per annum, resulting in a profit of 12 million packets, or 60 per cent on the entire capital.

Dr. Eckener says that the weather conditions between Cadiz and Buenos Aires are so favourable throughout the year that it is unlikely that the service will ever be seriously interfered with. The 7,000 miles between Cadiz and Buenos Aires, he declared, will be covered in 90 hours.

TREATY OF AERIAL NAVIGATION BETWEEN ARGENTINA AND
URUGUAY

G-2 REPORT

ARGENTINA----AVIATION

2776

2776

22

(Jas)

(42) Line

(123) International
Controlling aviation.

There is given below the translation in full of the Treaty of Aerial Navigation signed by the Republics of Argentina and Uruguay on

"Art.1°. The high contracting parties agree to facilitate, by all means, aerial navigation between their respective countries, and to this end they reciprocally concede, to the civilian airships of each contracting party, the right to free flight over their territories and territorial waters, always when there are adjusted to the conditions enunciated in the present convention.

Art.2°. To comply with this convention, the airships must be inscribed and registered before the corresponding authorities of the respective contracting parties.

For legal purposes, it is hereby established that the nationality of the airship is that of their country's register.

Art.3°. An airship coming from another State is strictly prohibited to land, without having touched at one of the aerodromes, provided by virtue of Article 18.

In case of a forced landing outside the aerodromes indicated in Art.18, the pilot will be responsible for all departures with passengers, cargo, correspondence, documents and airship accessories. The pilot must give immediate advice to the nearest authority, before the arrival of whom, nobody will be authorized to modify the position or contents of the airship.

Art.4°. No airship may fly over cities or important centers at a height inferior to that permitted so that in case of motor trouble, it will be possible to reach a landing field. Besides it is prohibited to execute acrobatic feats over cities and agglomerations as also to fly at a low altitude over places where public meetings are taking place, and especially over race courses.

All airships belonging to military aviation units are permitted access to any of the aerodromes provided in Articles 18, and the utilization of the hangars and other installations is also permitted them.

Art.5°. Authorization extended to all members of the personnel of an airship, or that conceded to use any aerodrome, may be revoked or suspended by the respective Government, always when in its opinion and prior investigation of the case, there is reason for these measures.

Art.6°. Every airship must be registered, carrying its navigation permit, its log book, its register and signals, which must be uniform for all airships of the same nation, in order to permit of identification whilst in flight and at a distance of not less than 2 kilometers. Each contracting party should make known to the other State the signs that it has adopted for its airships.

Art.7°. The crew must be provided with documents issued by the authorities of the nation to which the airship belongs. The high contracting parties shall communicate to each other the legal requisites in force in the territory of each.

The crew must be provided in all cases with passports. Their passports are also subject to all the requirements that the laws and regulations of the country to which they belong, and in which they land.

Art.8°. No airship may carry wireless telegraph or telephone apparatus without special authority from a competent official of the country of its origin (nationality), said official to fix conditions and cases when the apparatus may be used.

Operators of the T.S.H. duly inscribed and with special permit, shall be exclusively permitted to receive and transmit messages.

Art.9°. Airships destined to international navigation may transport persons and merchandise between one and another country in conformity with the regulations established, excluding internal traffic in each country which is reserved for airships having the national register. They must carry: the nominal list of passengers and bills of lading of merchandise carried, and in general all documents exacted by the respective regulations. The mail service, letters and postal packages, may be carried on always in agreement with the post office administrations of both countries.

Art.10°. Both Governments may prohibit flight over determined zones of their territories, under penalties imposed by one and the other party. Airships which break this rule will be obliged to alight at the nearest accessible spot, on advice or signal to do so.

The zones over which flight is prohibited, and the signal obliging descent must be notified to the other contracting state.

Art.11°. The airships, crews and passengers of the aerial navigation companies are subject to all the judicial obligations resulting from legislation in force in the country where present; in consequence, Custom House legislation, fiscal and public security legislation, as also regulations governing aerial legislation in the State is applicable in its totality to the above. The permits and licenses conceded to the airship and to the crews of one of the contracting parties, shall enjoy the same value in the other country as in the country where issued.

Art.12°. It is prohibited to drop any kind of objects from airships except fine sand and water, and on departure and landing of airships, the authorities of both countries must in all cases inspect the airships externally and internally to verify the compliance of all regulations pertaining thereto.

Art.13°. In case of danger, the airships of the State shall have a right to land and to obtain assistance in the same measure as other national airships.

Art.14°. Every aerodrome which functions in any of the States and which is utilized by the public shall be open under the same conditions to the airships of the other State.

Art.15°. The aerial frontier betw. in both countries may only be crossed between the points to be fixed later, and in common agreement by the high contracting parties.

Art.16°. Each one of the parties shall designate in its own territory one or more aerodromes which shall be obligatory for use by the airlines to be listed, for departure by the one State, and arrival by the other. Each State must communicate to the other the list of aerodromes selected, and may at any time, on its own decision, modify or complete this list by giving the other State fifteen days' notice.

Art.17°. The contracting parties shall communicate reciprocally to each other the laws and regulations which exist for aerial navigation between their respective territories.

Art.18°. No military aircraft of one State may enter the territory of the other, without military authorization, issued in each case, by the latter state. This military authorization is to be granted with limitation, and shall be modified as to season, time and other considerations.

Art.19°. This convention shall remain in force for an indefinite period, its provisions to be null and void in case of denunciation by either one of the high contracting parties. The denunciation shall take effect one year after the other high contracting party is notified.

Art.20°. Ratifications shall be exchanged in Montevideo at the briefest possible period in compliance with the prescribed Constitutional requisites set forth by the fundamental charters of both the high contracting parties.

3 - 3

7076-80

AVIATION NOTES-----ARGENTINA

G-3 REPORT

ARGENTINA-----AVIATION

2205

July 5

22

(Add)

(19) Training
(55) Individual

The following appeared in Boletín Militar No. 1680, June 13, 1933 regarding the provisionally approved programme of instruction for the troops of the Aeronautical Service of the Army:

"In view of the suggestion made by the Director General of the Aeronautical Service of the Army regarding the instruction of troops, it has been decided to adopt the Infantry programme with certain limitations and modifications. The programme is given below:

PROGRAMME OF INSTRUCTION FOR AERONAUTICAL SERVICE.

Period of Recruits

(Duration: 12 to 14 weeks)

INFANTRY INSTRUCTIONS (Infantry Drill Regulations)

Close order:

Individual instruction, instruction with arms, handling of carbine, as if it were a rifle (for troops armed with carbines). Assembled instruction to the section.

Open order: (for troops armed with carbines)

In general, individual instruction of the rifleman, in file and by squad.

Section:

Firing Instruction (Cavalry Firing Regulations)

Theory of fire, firing instruction, practical firing to third condition of the 2nd class, estimation of distances.

Machine Gun Fire (Machine gun firing Regulations)

Preparatory Exercises, and School of Fire up to 6th condition of the 2nd class.

Gymnastics (Infantry Gymnastics Regulations)

In general, free exercises and with rifle. Exercises with apparatus, foot movements, races and games.

Internal Service (Regulations for Internal Service of Mounts)

Knowledge of the Regulations in all its parts.

Garrison Service (Garrison Service Regulations)

Knowledge of the regulations in all its parts.

Code of Military Justice Regulations, of Breaches of Discipline and their Punishments.

Knowledge of offenses and crimes and punishments awarded.

Regulations for Honors, Reviews, Parades and Marchings.

Knowledge of the Regulations in all its parts.

Field Fortifications (Field Fortification Regulations)
General ideas on development of work and construction of cover.

Field Service (Field Service Regulations)

Security on the march, in bivouac and cantonment, baggage, field postal and telegraph service, payments to dependent relatives and pensions.

Theoretical Military Instruction.

Uniform Regulations, obligations towards family, military laws, hygiene, Argentine history and geography.

Aviation Instruction

Knowledge of aviation materiel, hangar and ground service

Special Services

Telemetry, signalmen, telephone operators, litter-bearers and drivers (for personnel to be specialised in said services).

PERIOD OF APPLICATION

(To last until discharge)

Infantry Instruction

Close order.

Assembled instruction to the section.

Open order.

The section (for troops armed with carbines)

Firing Instructions

Practical firing to 5th condition of 3rd class, estimation of distances, and combat firing for squads.

Machine Gun Fire

School of fire up to the 6th condition of 1st class, Combat firing to that of section.

Gymnastics.

Applied Gymnastics.

Internal Service.

Knowledge of the Regulations in all its parts.

Garrison Service

Knowledge of the regulations in all its parts.

Code of Justice and Regulations for Breaches of Discipline and their Punishments.

Knowledge of offenses and crimes, and punishments awarded.

Honors, Reviews, Parades and Marchings.

Knowledge of regulations in all its parts.

General Field Fortification

General knowledge of 2nd Part of Regulations.

Field Service

Field instruction as related to aviation service.

Theoretical military instruction.

Uniform regulations, obligations towards family, military laws, hygiene, Argentine history and geography.

Aviation Instruction

Instruction of chauffeurs, driving of automobiles, slope, mounting and dismantling of hangars, flashlights, signals (by colored lights) and signals.

Special Services

Telemetry, signal service, telephone operators, litter-bearers and drivers (for personnel to specialize in said services).

During the recruit period, the flying personnel will be kept fit by means of periodical and frequent flights to be utilized in aerial work done in application period.

During application period, the squadillas and other sub-units shall draw up a programme of instruction in accordance with the different functions corresponding to each one's work on campaign."

(Add)

(38) Equipage

A dirigible constructed by the Italian Government for Argentina, has been delivered by the Italian authorities in Rome to the Argentine representatives there.

(Add)

(30) Organization
(89) Equipage

The lighter-than-air equipment ordered by the Argentine Government in Italy, with the exception of the dirigible above mentioned, has already arrived in Argentina, and is to be shipped immediately to the new school at Fuerte Barragan.

The purchases made in the United States have also arrived and are being set up in Fuerte Barragan.

(124) Commercial Routes

According to local newspaper reports, the Director of the Aeronautical Service of the Argentine Army has addressed a note to the Minister of War, proposing the establishment of an aerial postal service as a means of resolving the economic problem significant of the maintenance, in complete activity, of the formations of military aviation in its most important sector, namely, navigation.

The proposed route is Buenos Aires, Rio Gallegos-Ushuaia, thereby uniting, by means of rapid transportation, the far distant and progressive centers of production with the Federal Capital.

The Direction General of Post Offices and telegraphs, to whom the proposal was referred for consideration, has declared itself to be in favor of the project, in view of the reported benefits to both civil and military orders, provided the organization and fiscalization of the postal service would be under the exclusive jurisdiction of the Post Office Department, since that department would have the inherent responsibility of the service.

To that end, the Direction General of Post offices suggests that the route of the new service should be as follows: Buenos Aires, Azul, Bahia Blanca, Patagonia, San Antonio Oeste, Rawson, Comodoro Rivadavia, Rio Gallegos and Ushuaia.

Once this essential part of the project has been resolved, it will, in the opinion of the Direction General of Post Offices, be necessary to prepare a detailed plan of the flights, mentioning the number of the same, the time to be employed in each trip, schedule of departures and arrivals, capacity of each aeroplane for the transportation of correspondence, etc.

Upon receipt of these facts, the possibility of putting into practice the proposed project will be very carefully studied.

This has been
temporarily
inserted in
the MONOGRAPH

WAR DEPARTMENT
FOR OFFICIAL USE ONLY

4-4
DEC 31 1922
2076-82
2
AIR FORCE
LEVEL 20 ARMS CORPS

NUMBER AND TYPES OF AIRPLANES IN ARGENTINE---(1-2 Report

ITALY #6794

ON 12552

December 5, 1922

(40) Politico-Economic
(119) Strategic Aspect

1. Reference report this office Italy #6744 on the number and nationality of airplanes in Argentina, the following more recent information concerning the numbers and types of machines actually in existence in Argentina has been obtained from a reliable Italian aeronautical source.

Number and Types of Airplanes at the Military School
of El Palomar

SVA (Italian).....	16
Bristol.....	11
Avro.....	20
Spad.....	14
Curtiss.....	10
Caubron.....	5
Voisin.....	1
Nieuport.....	2
Total.....	69

Number and Types of Machines at Civil Schools

Caubron (of Italian construction)...	40
" (" French ")v.	6
Suml (Italian)...	20
Curtiss.....	22
R2.....(Italian).....	2
Sva.....(Italian).....	6
Avro.....	12
Balilla (Italian).....	2
Caproni 600 HP (Italian).....	3
Farman.....	4
De Haviland.....	7
Breguet.....	4
Aircoc.....	11
Poker.....	1
Spad.....	8
Morane-Parasol.....	10
Total.....	158

Harbors and Types of Machines Constructed in Argentina

Castrobert.....	1
Mira.....	1
Colendrina.....	1
Lavelli.....	1
Halcor A 1.....	1
A 2.....	1
Total.....	6

4 copies C-2
1 copy Naval Attache, Rome
1 copy Military Attache, Argentine

AVIATION FACTOR ----- ARGENTINA

G-3 REPORT

ARGENTINA

2886

November 3

22

(Reclase)

(14) Composition

(11) Personnel

Military Power.

3 Field officers
35 subordinates
10 "asimilados" to officers
476 soldiers
56 civilian employees and Maintenance Personnel
and in addition to the latter as many more for
the Park as may be necessary.

(Reclase)

The personnel of the 1st Group of Aviation is as follows:

1 Colonel
1 Lt. Colonel
1 Major
7 Captains
11 1st Lieutenants
10 Lieutenants
7 Sub-lieutenants
10 "asimilados"
1 Sergeant-major
14 1st Sergeants
33 Sergeants
13 1st Corporals
28 Corporals
383 Privates
6 skilled laborers
50 workmen

and in addition to the latter, as many more for the
Parks as may be necessary.

The Chief of the new unit is Major Jorge Crespo, Director
of the School; Captain Zulow is Chief of General Services;
Major Brihuaga, Chief of the Park; Captain Parodi, commander
of the scouting squadron; Captain Oscar Lozano, commander
of the observation squadron; Lieut. V.M. Alegria, chief of
the bombardment squadron; Lieut. de la Colina, chief of the
photography section.

(Destroy)

"DARING ARGENTINE AIR PILOTS

"The following noted pilots have made daring" etc.

(Replace)

(14) Composition

(43) 1st Line.

Military Power.

Regular Establishment.

Officers.....35
"Aspirants"..... 10
Soldiers.....470
Civilians..... 50

There have been 140 officers and men who have qualified as pilots, etc., but these would not be capable of flying a modern machine as they are trained in the type of the old Farman pusher.

Militia.

None.

(Replace)

(14) Composition

(43) Reserves.

There are no trained military reserves.

26 commercial pilots have been trained by the Curtiss Aeroplane and Motor Corporation Company, and 25 by other missions. Total is 51.

There are 9 students preparing to become commercial pilots.

(15) Organization

(44) Peace

Administration.

The organization is known as the Aeronautical Service of the Army. It was formerly under the Engineer Corps.

An appropriation of \$1,500,000 pesos paper was appropriated for the Fiscal Year ending 1920, and all of this was expended.

Total appropriation for 1921, \$639,000 m/n (\$271,263.17 U.S.) Amount to be expended on planes and engines not specified - depends on needs of the service.

Military Power

(15) Organization

(44) Peace

At present time there are no tactical units.

As previously reported the Military Aviation School was dissolved on January 31, 1923 and on February 1, 1923 was created the Aviation Group No. 1.

This is the first step given in the establishment of the resources and personnel of the aviation corps as an integral part of the Army, the same as the other arms; infantry, artillery, cavalry and engineers. The group is organized in such a manner as to form what will later become Regiment 1 of Aviation.

It will be formed at present, and under the name of Group, by three combat squadrons, bombardment, scouting and observation. Later on the creation of a fourth and fifth squadron for day bombardment and night scouting will be undertaken.

The Staff will comprise nine sections under the orders of the chief of the group, as follows:

Commander of the Group.

- Services of the Group
- Flying material of the Group
- Administration
- Material and Park
- Sanitation
- Meteorology
- Radio-telegraphy
- Transportation

The following are also under the Staff:

- Photography
- Training
- Material Park subdivided into the following:
 - General services
 - Workshops
 - Material storehouse
 - Mounting and preservation of hangars
 - Park transportation
 - Storehouses
 - Landing signals.

(15) Organization

(17) Peace

(Destroy)

"ARMY AVIATION"

"Army aviation, formerly on a status solely as an Aviation School" etc.

M.A.'s NOTE:

For information on this subject see Report #2740, April 11, 1922, this office.

Military Power

(15) Organization

(46) Mobilization

There are about 51 commercial pilots; 10 or 15 of these however have been trained with old fashioned machines (Caudrons), and would need much more training before being available for military service.

(16) Distribution

(Replace)

(47) Strategic

The Aero Club Argentino and several regional Aero Clubs maintain aerodromes and aviation schools. (This is in addition to foreign civil aviation enterprises in Argentina at present confined to Curtiss Company (U.S.) and several individual foreign pilots in different parts of the country.)

The Aero Clubs established or projected (affiliated with the Aero Club Argentino in the National Aeronautic Federation) are as follows:

Resistencia (Chaco); Rosario, Santa Fé, Córdoba, Tucumán, Santiago del Estero, Balcarce, Necochea, Mendoza, Corrientes, Pergamino, Lincoln. There are several Caudron machines with 80 or 110 H.P. motors at various of these points. Exact information not available.

(Replaces)

(19) Training

(56) Individual

Advanced Schools.

The Director of Aeronautics has ordered a complete revision of all combat machines of the school in order that the 15 officers pertaining to the last aviation course may have perfectly conditioned machines.

A test to be complied with is a circuit flight comprising the towns at Navarro and San Antonio de Areco and a two hour flight at over 3000 meters. Machines for all tests will be the S.V.A. and Bristol of 220 and 300 h.p. respectively.

Commercial Pilots.

An aviation school for members of the Argentine Aero Club was established on January 6, 1922 at San Isidro (a suburb of Buenos Aires). The field has been rented from the River Plate Aviation Co. and hangar has been built with room for six machines.

Two Caudrons, one of 80 and the other of 100 h.p. have been loaned the school by the Army. Pilot training will commence in them and continue in Curtiss training planes. Training will be conducted by the Aero Club at San Isidro, and by the Curtiss Co. at San Fernando.

A plan has been proposed by Colonel Mosconi, late Chief of Air Service to the Government to establish an air mail line between Carmen de Patagonas and Ushuaia, Tierra del Fuego using Army aviators. Under the proposed plan the part of the work pertaining to the mails would be under the Post Office Department, and the functioning of the line (flying) would be in charge of the Army Air Service. From the Army standpoint, the benefit would be in the further training of the military pilots in cross-country flying, which is impossible now to any extent on account of lack of sufficient funds.

(Destroy)

(19) Training

(56) Individual

"Military Power" Army School of Aviation

"The following is the schedule of studies at the Military Aviation School" etc.

M.A.'s NOTE: See Report #2719, March 14, 1922, page 3.
See also Boletín Militar #1603, 2nd Part.

(Destroy)

(18) Training

(56) Individual

"Military Power

"The Ministry of War recently issued" etc.

(Replace)

(18) Training

(58) Individual

Military Power.

Recruiting Regulations for the Aeronautic
Navigating Personnel.

I. General.

Flight is a function of service. All aviators, observers and military pilots of the aeronautic service are obliged to fly. Observers, when called periodically for training flights; officers of the Aeronautic Service considered as the navigating personnel, and the maintenance personnel who by their very duties may find it necessary to make flights.

Those who by accident or infirmity contracted in the line of duty are rendered unfit will occupy positions which do not require flight. This will be after medical examination and when the loss of psycho-physiological conditions are shown.

II. Officers.

Course for Military Aviators.
Conditions for Entrance.

A.

1° To be a subaltern officer, not less than 22 years nor over 38 years of age and with two years service with troops at least. Exceptions are made in the age limit and rank of the personnel of Aeronautic Service, if practice has been had in flight and if psycho-physical conditions are possessed.

2° To be a bachelor.

3° To have received in the last two annual qualifications at least the classification of "very good".

4° To have demonstrated athletic abilities.

5° To satisfy the psycho-physical conditions for flight.

Possessing the above specified qualifications, the following are preferred for entrance:

1° Officers who have taken the course at the Superior School of War.

2° Officers graduated from the Higher or Special Course of the Military College.

3° Officers who have taken courses in exact sciences, industrial or aeronautical schools of the country or of foreign schools.

4° Officers who have attended one or two years at the Superior School of War.

5° Officers for whom previously there has not been a vacancy.

Course of Military Observer.

Conditions for Entrance.

A. 1° To be a Lieutenant of at least ten years service or a 1st Lieutenant. Not less than 23 years nor more than 30 years of age. Exceptions are made in the grade and age limit for the personnel for one who has had aeronautic service, has had practical flying experience, and possesses the psycho-physical conditions for flight.

2° To have obtained in the last two annual qualifications at least the synthetical classifications of "very good".

3° To have demonstrated athletic abilities.

4° To have fulfilled the respective psycho-physical conditions.

B. 1°, 2°, 3° and 4° same as for the course for Military Aviators.

C. Ditto

III. Obligations

Military Aviators.

In their application for entrance for the course of Military Aviators officers will expressly state that they agree to serve in Aeronautics as Military Aviators for at least two years after receiving their diploma as Military Aviator providing that their psycho-physical conditions permit it.

Military Observers.

Officers in their application for entrance for the course of Military Observers will expressly state that they agree to attend the periodic exercises of training to which they might be called by the Aeronautic Service of the Army during at least the three years following their obtaining their diploma as Military Observer.

IV. Bonuses and Gratuities.

1. Right to use the insignia as Military Aviator or Observer.

2. Right to the monthly flight gratuity of 25% of the pay of Military Aviators and Observers, and 15% of the pay of students, provided that during the month they have made at least 4 flights with a total minimum duration of two hours for aviators, and 6 flights with a total of three hours for Observers.

3. Officers have the right to the monthly flight gratuity during medical attendance when they are the victims of accidents or contract illnesses incident to flight--- which must be duly proved, also those who may perform aeronautical duties in the country, while such duties last.

4. As to the effects of this gratuity the rest of the officers who are obliged to fly, will be considered as observers after one year's duration in the Aeronautical Service. Before the year they will be considered as students.

6. Military aviators and observers will be promoted once only to the immediate superior grade in the minimum time which the law for Grades and Promotions fixes, provided that they have fulfilled the following requirements besides the expressly stated in the law:

a) To have been two consecutive years in active flying service counting from date of receiving respective degree.

b) To have received annually the synthetic qualification of "very good".

c) To have performed aerial service without interruption which must be approved and calculated monthly by the Direction of Aeronautical Service of the Army.

In the course of two years the minimum flight time must be as follows: military aviators, 240 days of flight with a grand total of 100 hours of flight; and military observers, 300 days of flight with 150 hours of flight.

Officers who voluntarily comply with these requirements will perform service in aviation units preferentially.

7. For the purposes of the preceding article time must be made up, which by reasons of service or through illness contracted in performance of same, it has been impossible for military aviators and observers in the period of two years to have taken advantage of the aerial work.

8. Those who may not have accomplished the days and hours of flight referred to previously, but who have complied satisfactorily with at least 25% of same, will be considered especially for promotion.

9. For all officers of the Aeronautical Service who fulfill the obligation of flight the time will be considered on active duty with troops while they remain in the Aeronautical Service as flyers.

Non-Commissioned Officers.

Entrance Conditions.

A.

1. To be a Corporal 1st class or sergeant of not less than 21 years of age, and not more than 35, and to have two years instruction as a minimum with troops.

2. To be a bachelor.

3. To have obtained in the last two annual qualifications at least the synthetic classification of "very good".

4. To have demonstrated athletic ability.

5. To satisfy the psycho-physical qualifications for flight.

C. Within the preceding conditions, the following will be preferred for entrance.

1. Those who have the best primary and secondary education.
2. Those who have taken courses in industrial or foreign or aeronautical schools of the country or foreigners.
3. For those for whom there has not been a vacancy previously.

VI. Obligations

On their entrance to the Aviation courses they will sign a contract by which they agree to serve two years in the Army from the date on which they complete the current contract dating from the time they receive their diploma as Military Pilot, provided that they are entitled to said grade.

VII. Bonuses and Gratuities.

1. The right to use the emblem of military pilot.
2. The right to the monthly flight gratuity, equivalent to 50% of their pay for pilots and 30% for students, when in the month they have made at least a minimum 4 flights with a total minimum duration of 8 hours.
3. To have the right to the monthly flight gratuity during medical attendance for non-commissioned officers who suffer accidents or illness attributed to flight, properly attested, and those who perform aeronautical duties in the country, while their commission lasts.
4. On receiving their diploma as Military Pilot, they will be promoted to the next higher grade.
5. Pilots who fulfill the obligation for flight, will have computed for them the time for service as in the field, time being counted double for the purpose of retirement.

Maintenance Unit.

The personnel of the Maintenance Unit will be recruited from:

- 1° Personnel graduated from technical schools especially from the Army and Navy.
- 2° Personnel graduated from faculties of exact sciences national or foreign industrial or aeronautical schools.
3. Conscript personnel specialized during their stay in the Aeronautical Service.
- 4° Argentine civilian personnel or naturalized foreigners who combine moral and intellectual conditions properly proved.

3. Those who have to fly will have to satisfy the respective physical-physical conditions.

IX. Obligations.

All the operatives of the Aviation Unit will be considered as the Maintenance Unit for which purpose they will sign a contract as volunteers. The first contract will be for at least 6 years' service in military aeronautics in their positions. The workmen, who at the present time, have more than 6 years' service as such are exempted from this regulation.

X. Bonuses and Gratuities.

1. Right to monthly flight gratuity equal to 35% of their pay to those who by their duties are required to fly, and who have made at least four flights during the month with a total of 8 hours as a minimum.

2. They will have the "assimilated" grade to that which, by the appropriation bill, their pay corresponds, with all the prerogatives which non-commissioned officers of troops enjoy.

3. The members of the Maintenance Unit who are required to fly and who fulfill said obligation, shall have their service considered as field service, time being computed double for purposes of retirement.

4. The personnel of the Maintenance Unit is entitled to the monthly flight gratuity during medical attention, when they suffer accidents or illnesses attributed to flight properly proved.

XI. Other Regulations

1. The Direction of the Aeronautical Service of the Army will prepare monthly the list of flight gratuities which will be forwarded together with the payrolls.

2. A list of the personnel will be prepared annually which has fulfilled the flight obligations during the year. Said table will be forwarded to the General Direction of Personnel (~~Expediente General de Personal~~) so that the General Direction may note on the corresponding efficiency record the time which shall be computed as double towards retirement.

3. In the annual classification report will be set forth when the military aviators and observers will be the creditors of the benefit which No. 6 Chapter IV (Bonuses and Gratuities) authorizes, so that the Information Board of Qualification of Military Service can take such opportunity into consideration.

4. The contracts which non-commissioned officers will sign in accordance with Chapter VI will be approved by the Director of the Aeronautical Service of the Army.

5. The contracts which the Maintenance Unit will sign will likewise be approved by the Director of the Aeronautical Service of the Army.

XIII. Psycho-Physical Condition.
for Entrance.

1. To enter as a student in the Military Aeronautical Academy, the following conditions of physical aptitude have to be fulfilled which are independent of the requirements of military service:

- a) Not less than 21 years nor more than 30.
- b) A maximum weight of 85 kilograms for aviators and pilots, and 75 for observers and Maintenance Unit and are obliged to fly.
- c) A normal visual acuteness of both eyes, and no correction with glasses for either one will be allowed.
- d) A normal auditory acuteness with soundness of the middle and internal ear and particularly of the organs of equilibrium.
- e) Absolute soundness of the respiratory organs, circulation and of the central and peripheral nervous system.

The following points are considered in the examination:

Personal and hereditary antecedents
General and (endocrine) affections.
Respiratory apparatus
Cardio-vascular apparatus.
Abdominal and Urogenital walls and organs
Nervous system.
Organs of mobility
Affections of the eyes
Affections of the ear, nose and throat
Functional alterations of the vestibule of the ear
Physical and Physiological deficiencies.

M.A.'s Note: For more complete data on the above see
Boletín Militar # 1646, 2nd Part, September 25, 1932.

(100)

(19) Training

(50) Individual

Course for Military Observers.

The course for military observers will comprise the following subjects which will be carried out in the period of from 4 to 6 weeks each denominated "preliminary" and "application" respectively.

The first will standardize and complete the necessary sciences for the proper role of observer at the same time making training flights so as to familiarize themselves with the plane.

In the second period sciences will be practiced completing with the annual exercises of an army division and taking part in the battle field exercises of the Artillery Units that may have them near the garrison.

Synthetic Program.

Organization and Tactics.

Preliminary Period---Organization of the Army and of neighboring armies-- Formation---Composition of units---map and terrain exercises---drill regulations and cooperation of the armies. Disposition of troops in the field. Scouting.

Application Period---Complete the instruction of the Preliminary period.

Reconnaissance:

Preliminary Period. Terrain. Its representation. reconnaissance itinerary. Target positions. Movements and troop positions. Reconnaissance themes.

Application Period. Preparation of flight themes on determination of target positions and war objectives. Scouting and reconnaissance photography based on war situation; conformation of the terrain; troop movements; operation of railways and of rearward zones.

Observation Area.

Preliminary Period. Generalities. Artillery liason. Infantry liason. Trial shots. Patrol missions. Escort missions. Long distance scouting.

Application Period. Preparation of flight themes on: Artillery liason; Infantry liason; patrol missions; Infantry escort; trial shots. Infantry scouting.

Tactical Area.

Preliminary period: General principles; Combat aviation; bombarding aviation; observation aviation; movements.

Application period: Preparation of flight themes on defense and attack of isolated planes and of established units.

Communications.

Preliminary period: System of communications. Code of signals. Signals, lights, by-panels, wireless, weighed messages.

Application period. Preparation of flight themes on: communications with the ground by light signals, weighted messages and wireless; and bet een planes, under war conditions.

Photography:

Preliminary period. Generalities. Nomenclature, Employment, Laboratory work. The use of and interpretation of photography. Photographic missions.

Application period. Complete preparation of photographic reconnaissance on: Longitudinal zones of the ground; any class of zone; movements of troops; trenches and fortifications. Panoramic photographs.

Armament, fire and bombardment.

Preliminary period. General nomenclature of material. Theory of fire and bombardment. Explosives employed. Composition of units. Camera obscura. Practice firing on the terrain. Exercises.

Application period. Preparation of flight themes on machine gun fire; throwing of bombs; bombardment of troops and war objectives. Complete development of bombardment missions.

Aeronavigation:

Preliminary period. Generalities. Instruments. Tactical problems. Charts and maps. Routes. Aerial navigation.

Application period. Preparation of flight themes.

Meteorology:

Preliminary period: Generalities. Instruments. Application Service of information.

Application period: Application of knowledge acquired in the preparation of flight themes.

Construction of aeroplanes and motors:

Preliminary period. Generalities. Nomenclature. Vocabulary. General principles of the theory of flight. Materials employed.

Application period: Completing the knowledge acquired in the preliminary period.

Instruction in internal and aerodrome service.

Preliminary period: Generalities. Government Air rules. Instructions for students and pilots. Aeroplane inspection. Firing Regulations.

Application period: Completing the knowledge acquired in the preliminary period.

Military Hygiene and Sanitary Services:

Preliminary period: General hygiene. Description for hygiene of the aviator. Practical rules.

Application period. Completing the knowledge acquired in the preliminary period.

The course will be supplemented by lectures relative to anti-aircraft firing.

(Destroy)

(19) Training

(57) Unit.

"At the recent maneuvers aviation was used" etc.

"The principles and standards for instruction", etc.

(Replace)

(20) Individual

Insignia

(60) Clothing.

The device to denote grades of rank consists of a metallic radiant sun set upon the cloth field of the shoulder strap. These "suns" are arranged according to a simple system as follows:

Colonel:	3	gold suns
Lt.Col:	2	" "
Major:	1	" "
Captain:	3	" " (equidistant)
1st Lieut.	2	" " (on each strap)
Lieut.	2	suns on each strap, one gold and one silver.
Sub.Lieut.	1	gold sun in center of the shoulder strap.

With full dress, a gold epaulette for all officers is added and this slides under and is held in place by the shoulder strap.

In the field uniform the rank of an officer appears only on the above described shoulder straps.

On the full dress coat the rank is also marked on the cuffs by an arrangement of the metallic suns in number according to rank.

On the "gorras" (caps, dress and garrison) and on the "sombrero" (campaign hat) of all officers and men the following devices are worn:

In the front and center and in the upper part (half) of the crown of the head apparel is a disk about one inch in diameter. This disk has a border of sky blue and a center of white (the Argentine colors) and is a "national" badge. Just below this disk is the device indicating the number of the regiment or staff department, etc.

On the front of the khaki caps of enlisted men is a small piece of cloth of color of arm of service. This piece of cloth is in the center of the cap and forms a background for the lower devices above described.

Concerning enlisted men the 1st Sergeant wears a chevron or "jineta" of four bars of gold lace on cloth base of color of arm of service. It is worn on the upper arm on both sleeves and on all uniforms---point up. The sergeant wears a chevron of one bar of gold lace on cloth background of color of arm of service, and it is worn on both upper sleeves---point uppermost. The corporal (first class) wears an emblem or stripe consisting of two bars of gold lace on a cloth base of color of arm of service. The corporal wears one bar of gold lace mounted on cloth base of color of arm of service and is worn as described for 1st Corporal.

The chevron of a sergeant major is similar to that of the 1st sergeant with bars of gold and silver lace, arranged

in order as follows: gold, gold, silver, gold, gold. All chevrons are worn point upwards.

The distinctive color of the Aviation Service is white. The insignia is as follows:

AERONAUTICAL SERVICE: A wheel of 20 mm. diameter and upon it a propeller of 25 mm. from top to bottom; upon the latter a cross, a pair of wings of 35 mm. (an attribute of the abolished School of Aviation) in gilt metal.

Aviation Groups or Regiments: A sun of 15 mm. diameter with the number of the unit perforated in the center, and from which issues a wing of gilt metal of 40 mm. in height.

Motorist School: A rotary motor of 7 cylinders of 35 mm. in diameter, of gilt metal.

The non-commissioned officers military pilots will use the same insignias as are regulation for the non-commissioned officers of the other arms.

The aviation Maintenance Unit will use the following insignia:

"Asimilado" to Sergeant Major: chevron with an angle of 20° point down, each branch composed of worsted stripes of 7 mm. width (the center one gold, the rest silver) with a space of 3 mm. between stripes) superimposed on dark blue cloth.

"Asimilado" to Sergeant 1°. The same chevron but with only four silver worsted stripes.

"Asimilado" to Sergeant. The same chevron but with only three silver worsted stripes.

"Asimilado" to Corporal 1°. The same chevron but with only two silver worsted stripes.

"Asimilado" to Corporal. The same chevron but only one silver worsted stripe.

The following emblems are declared regulation:

Military Aviator: Of gold and enamel. A wheel from whose center issues a pair of wings spread horizontally and a propeller forming a cross. Covering the center, a national shield of 15 mm. in height by 12 mm. in width. In the upper field of the wheel the inscription "Aviador Militar" upon the National colors that cover the wheel, and on the lower field the name of the aviator: measures 49 mm x 40 mm. in height. To be worn on the right side of the breast at the height of the nipple.

Military Pilot: The same as Military Aviator, but differing from this in the legend "piloto militar", and in the metal which will be of silver.

Observer: A radiating sun of 15 mm. in diameter and from which issue a wing of 40 mm. in length by 15 mm. in height made of gold. To be worn on the right side of the breast at the height of the nipple.

Special for acts of merit: Of gold, composed of a wheel 38 mm. in diameter on which will rest in the form of a cross a pair of spreading wings of 50 mm. in length and a propeller of the same dimensions. Upon the center of the nucleus a disc of 32 mm. in diameter which will serve to make a relief alluding to the act for which it is granted. The name will be borne in the lower half, both written in relief. It will have a ribbon with the national colors and a gold clasp.

This emblem is granted for acts of merit, and by order of the President, and will be worn on the right side of the uniform.

The following special clothing and complementary equipment are adapted as follows:

Heavy combination suit (military) Of leather, natural color, fur lining removable blue and trousers in one piece with an opening at the breast, with three snaps, fur collar of 15 cm. with dark fur on the outside. The sleeves and legs terminate in an opening with two snaps, so that they fastened the wrists and ankles fit snugly.

In the trousers, pockets on the sides, and a blouse at the height of the breast, two large pockets with vertical opening of 15 cm. by 20 cm. in depth.

Summer combination suit: the same model, but in cloth of olive green duck.

Leather coat: (optional) Cut raglan style, length to the knees, double breasted; of leather, natural color. On the right side a line of six large buttons of plaited leather, separated from each other by 15 cm. more or less. The outside of the breast part has a large pocket from top to bottom with the opening in the center of the breast of 15 cm. in width by 30 cm. in length. At the sides and at the height of the hip are the outside superposed bellows pockets of 30 cm. width by 30 cm. in length, and should be wider at the base than at the opening, pocket flap and button for closing. Wide rolling collar of 30 cm. in height with neck and eye lower part for fastening; at the height of the belt, side loops for holding a leather belt of 10 cm. width, clasp at the end with a double hook. On the sleeves and at the wrists will have leather loops for adjusting gages to the arm. On the back and at 15 cm. more or less from the collar down will be a plait which reaches to the lower part. The wool or fur lining should be adjustably fastened inferiorly by small buttons which will require it to conform to the shape of the coat.

Summer coat (optional) Model same as the leather coat, but made of strong sailcloth or duck, greenish-grey in colour.

Helmet: Of leather, lined inside with fur or camels. It is made of four parts which cover the head to the temples; from here downward there is a strip of leather such that the back part is at the height of the occipital and in front so as to cover wholly the jaw. At the sides and at the lobe of the ear, are two ear flaps of leather fastened by snaps to allow the entrance of sounds. The same model but of sail-cloth or duck for summer. Without lining.

Protection helmet: (for students) Rigid form; the upper part of the helmet is of pressed steel of one half millimeter thickness covered with a coating of guttapercha, going around the helmet are two vertical and horizontal arcs of cork, 3 cm. wide and 1 cm. high for the protection of the head. At the front there is a small visor of $3\frac{1}{2}$ cm. long. At the sides ear flaps of greenish grey duck and at the back a peak. Inside there is a lining cut in ten pieces with button-holes in the end permitting making smaller or larger in size. This helmet, in general, ought to be used in cold weather on

the ordinary leather helmet, and in all cases of emergency and of school flights.

Gloves: Soft and of natural color, double seamed, long with loops for adjusting at the wrists, lined inside with wool or fur.

Service boot: Black or natural sheep skin, with the wool inside, fitted by two buckles for fitting them on the shoes and half way up the leg.

Hand-bag: Of green or brown duck or canvas, 50 cm. long by 50 cm. wide, form of a leather case; with five interior pockets of convenient size for permitting carrying one or two complete changes of under-clothing and toilet articles.

Pocket Medicine case: Of water-proof canvas of greenish-grey color, 15 cm. long by 10 cm. wide with three interior pockets, in pocket book form, for carrying the following:

- 20 tablets of aspirin--.50 gr. each.
- 20 " extract of opium --.02 g. each
- 30 " cascara -.50 gr. each, with .01 g. of podophyllin and .025 g. of rhubarb powder.
- 20 tablets of powdered kola nut -.02 g. each
- 50 g. boracic talcum
- 20 tablets of Chinosol of 0.50 gr. each.
- 1 roll of adhesive tape
- 1 First Aid packet
- 20 tablets of potassium iodide of potassium -.50 gr. each
- 20 tablets of sulphate of quinine -.50 gr. each
- 20 tablets bromide of potassium- 1 g. each
- 1 pair of smoked glasses.
- Smoked glass cut: Flying glasses, glass of delicate orange color.

Wrist watch: Size of pocket watch, fastened in a leather wrist band, and with an adjustable elastic for fastening over the gloves or sleeves of the service combination suit.

Soft cap: Of cloth same as the service uniform, black opaque leather visor, without springs or wires, interior rim of leather and lined. Should be quite flexible so that it can be carried in the pocket of the service coat.

Use of spurs and saber: The flying personnel is authorized not to use spurs or saber.

For the soldiers and mechanics of the flying personnel: besides the regulation clothing of the mounted arm, half boots for ground service, during winter, and blue overalls for protecting the clothing.

For the aviation soldier personnel the organization and equipment of Infantry corresponds.

(Destroy)

(51) Organization

(62) Equipment

"The machine is possessed by the Military School of "etc.

(Destroy)

" The French Mission presented the Argentine Public " etc.

(Replace)

(21) Organization

(22) Equipment

Only one engine, a Gnome 30 HP has been constructed in the country. Five Caudron training planes and a number of old Blériot models have been constructed, no dirigible has been manufactured.

There are several aeroplane machine guns, acquired in Europe.

There are three radio stations at the field. Ground pencils are used. There are no Verry pistols.

There are no instruments to speak of, and the sources to obtain instruments in local markets are very limited. Everything is imported.

Photographic apparatus: several aerial cameras for mapping and oblique work bought in Italy.

No oxygen apparatus or heated clothing.

There are two automobiles, no camions, and two or three horse trucks. There is no anti-aircraft equipment and no searchlights. Raw materials used in aeronautical manufacture.

Wood----There is spruce, but it is not very good, and the other native woods used are not so good as spruce in comparison to it.

Fabric----None manufactured: all imported.

Caster oil beans----plentiful in the Chaco.

Rubber----imported.

Rosin----limited amount.

All the refined materials are imported and there are not very many of them.

As far as these materials are concerned the country depends entirely from abroad. No dirigibles were ever built in Argentina and only a few old type aeroplanes with rotary or radial motors.

(Destroy)

(21) Organization

(22) Equipment

"Military Power

"The following machines were recently added to the" etc.

(People)

(21) Organization

(22) Equipment

Airships

None.

Commercial Plans.

Curtiss Aerodrome (San Fernando) Curtiss Aerodrome Export Corporation.)

5 Curtiss JH4D, 80 H.P. (3 incomplete) Curtiss Co.

3 " Oriole 80 H.P.

21 machines sold to civilians (now kept at Curtiss Aerodrome at San Fernando, Curtiss School at Roscocha and other parts of Argentina.)

28 Total.

Compania Rio Platen de Aviación, S.A. (San Isidro)

1 Aircoc 6, 80 H.P.

1 " 4, 375 "

1 " 18, 375 "

11 " sold to civilians.

14 At present this company is out of business. Some aeroplanes are stored in their hangars.

Antic-Argentine Aviation Co. (Longchamps)

12 Avro, 80-100 H.P.

1 SVA 220 H.P.

2 Bristol, 300 H.P.

15 Total. Company's business at present suspended.

Sociedad de Aeronautica Italo-Argentina (Castelar)

3 SVA 220

1 Fiat, 300

1 Balilla, 220

3 Caproni, 300

4 SAML 100-120

4 SAML 135, Colombo.

16 Total.

Aero Club of Rosario.

2 Ferman, 550 H.P.

1 Caudron, 80 "

1 Moranne Saulnier (Parasol monoplane)

4 total.

Aero Club Argentino (San Isidro)

1 Hispano 80 H.P. (privately owned)

1 Caudron 80 H.P.

1 Spad two seater fighter (about 220 H.P.) privately owned.

(21) Organization

(Replaces)

(63) Equipment

Commercial airplane (cont'd)

There is a well equipped machine shop for repairing motors and planes.

Ordnance.

There are a few aeroplane machine guns. There are 3 Bristols equipped with machine guns. There are Maxim, Vickers and Lewis.

Signal Corps.

There is a supply of codes and T's.

(Destroy)

"Military Power"

Airplanes

Caudron.....8" etc.

(21) Organization

(Replaced)

(22) Equipment

Number of aeroplanes and seaplanes, Navy.....	27
" " " Army.....	30
" " " and seaplanes, commercial and privately owned....	60

Total aeroplanes and seaplanes in Argentina.....117

The general details and location of these aeroplanes and seaplanes are as follows:

NAVY: (At Naval Flying School at Puerto Militar)

3 Macchi 7 -300 H.P. seaplanes
3 " 3 -300 " "
3 H.S. -5-L-flying boats (bought from U.S.Navy but not yet received)
3 F -5-L flying boats (bought from U.S.Navy but not yet received)
7 Avro, 90 seaplanes (some or all received)

27 Total

(To these may be added an Italian O type non-rigid dirigible balloon, formerly operated by the Italian "Sociedad Excursiones Aerona" at Rivadavia F.C.C.A. This balloon is at the new Naval Aerostatic School at Puerto Barragan (Rio Santiago).

ARMY: (At the Army Flying School at El Palomar)

20 Avro, LeRhone, 110 H.P.
4 Curtiss, JN 4 D, 90 H.P.
20 S.V.A. 220 H.P.
14 Bristol Hispano Suiza 300
1 Nieuport 160 H.P.
1 Caudron, 80 H.P.

60 Total

(Replies)

(21) Organization

(22) Communications

Military Power.

There are three radio outfits.

Telegraph and telephones---none

Visual signals---none.

(Destroy)

(23) National

(24) Munitions

"Shops are located at the flying school at El Palomar"
etc.

(Replaced)

(25) National

(25) Munitions

Military Power.

Factories.

Factories of planes, ships and motors---none. Probably none in war.

A repair shop at Palomar is available to civilians for repairs at a "cost plus" basis - 15%

There are also two civilian repair shops in Buenos Aires operating on a small scale, but turning out some good work on wings, fuselages, etc. These firms are Alfredo & Co. and Barbeaux and Co.

Landing Fields.

All landing fields are to be of a standard size of 38 hectares.

According to the plan drawn up by the Director of Aeronautics, aerial stations will be established all over the Republic. Due to the flat plains a landing may be effected almost anywhere in Argentina, notwithstanding this, the stations will be equipped as well as possible.

The following fields have been obtained to date for the future erection of stations:

Cordoba
La Rioja
Catamarca
San Juan
Mendoza
San Luis
La Rioja (province of Santa Fé)
Pinto (Santiago del Estero)
Corra (Santiago del Estero)
Zarate
San Pedro
San Nicolas
Rafaela
Santiago del Estero
Rosario de la Frontera

At Palomar the field is 1500 m. by 2000 m. and is 15 miles northwest of Buenos Aires. It is well drained, has a good location. It is possible to fly in bad weather. It can hardly be said that there are any prevailing winds.

The Curtiss field at San Fernando is 15 miles northwest of Buenos Aires. It is 300 m. x 400 m. The field is a poor one, and is low.

The River Plate Aviation Company has its field at San Isidro, 13 miles north of Buenos Aires. It is 500 m. x 600 m. It is a good field and is drained, but rather rough, there are many anthills.

(Destroy)

(22) Composition

(68) Personnel

"Aviation in the Argentine Navy has practically" etc.

(23) Composition

(Replace)

(68) Personnel

Naval Aviation Pilots.

The following officers have been licensed as Naval Aviation Pilots:

Lieutenant Marcos Zar
Lieutenant (j.g.) Esteban Zanni
" Victor M. Padula
Ensign Silvio J. Logerace
" Enrique G. Brown

These officers were all trained at our Ponce de Leon Station.

(Replace)

(25) Distribution

(76) Territorial

On-machine at Naval Arsenal at Rio Santiago, La Plata.

Flying boat station at Puerto Militar (Bahia Blanca).

There is no Naval station at San Fernando.

(38) Training
(39) Individual
(Replace)

Naval School of Aviation.

After several months study it has been decided to locate the Naval School of Aviation at Puerto Militar, in preference to Punta Chica, San Clemente, Mar del Plata, Quequen, Necochea, Atlalaya and Rio Santiago.

The Argentine Navy has purchased 2 F-1-E and 5 E-8 from the U.S. Navy and 10 Avros from the British.

Lieutenant Zar of the Argentine Navy returned to Argentina from the United States in June 1932. He was in the States looking out for aviation matters for the Naval Commission. Lieut. (J.G.) Zanni is performing similar duty in London.

(30) Organization
(39) Equipage
(Replace)

Naval Power.

At Naval Flying School at Puerto Militar:

3 Macchi 7-300 H.P. completed
2 " 9-300 " "
8 H.S.-3-L-flying boats (bought from U.S. Navy not yet received)
8 F-5-L flying boats (bought from U.S. Navy but not yet received)
7 Avro, 50 completed (some or all received)
27 Total

To these may be added an Italian O type non-rigid dirigible balloon, formerly operated by the Italian "Sociedad Excursiones Aereas" at Rivadavia F.C.C.A. This balloon is at the new Naval Aerostatic School at Puerto Barragan (Rio Santiago).

(Replace)

A call for bids for four hydroplanes was made by the Argentine Director General of Navigation and Ports (1931) for use on the Bermejo River, in the Chaco region of northern Argentina.

The use of these hydroplanes will be commenced at the end of November 1932, and it is expected that the distance between Puerto Bermejo and Presidente Roca, which now takes four days to cover, will need only 7 or 8 hours.

(For 1.00)

(23) Defense

(93) Frontier

Several flights from Mendoza to Santiago, Chile have been made.

The western boundary between Argentina and Chile is a mountain range which necessitates high powered planes to cross.

(33) Defense

(93) Interior

No information.

It is presumed that there exists a travelled air-way between Buenos Aires and Mendoza.

(33) Defense

(100) Critical Points.

The Army Flying School at El Palomar.
The Aeronaval School at Puerto Militar.

(Replaces)

Geographic Location.

(38) Defense

(39) Interior.

Plans for the future include the establishment of a line from Cordoba to Catamarca (trip to be made in 12 hours) at present it takes two days in the train.

Air routes will also be built across the Province of Buenos Aires from N.E. to S.W. As will be noted by consultation of a railroad map all the lines run from N.E. to S.W.

At the stations in the interior, which have been selected there are sheds, minor repair shops, gas, oil, etc.

(Replaces)

(40) Politico-Economic

(119) Strategic Aspect.

There are adequate foreign supplies. Several countries (including U.S., Great Britain, France, Italy and Germany) have sent commercial missions to Argentina.

Argentina is not self-sustaining along aeronautical lines.

(40) Politico-Economic

(120) Seasonal Aspect.

No information to show that flying would differ greatly from that in the United States, except that winter months are from June 21st to September 21st.

(40) Politico-Economic

(121) Time Element.

The Argentine Government would have to import aeronautical equipment in time of war. Fast steamers make the Buenos Aires-Europe trip in about two to three weeks.

(Replace)

(10) Political-Economic

(11b) Strategic Aspect.

Geographic Location.

EX-

Colonel Mosconi, the Director of the Aeronautical Service stated that by January 1923, the Palomar Aviation Shops would be equipped to turn out an airplane a day. (This statement is doubtful). He also stated that Argentina will be able to supply all aviation material except wire.

There are now 170 civilian workmen at Palomar. It is expected that by January 1923 there will be 300.

Investments have been made by commercial companies as follows:

Curtiss Company.....60,000 m/a (\$25,000 U.S.)

(Destroy)

"Compania Argentina de Aviación (Oliver)

"This company has been recently formed by Lieutenant Guichard" etc.

NOTE: Company went out of business.

(Destroy)

"River Plate Aviation Company, San Isidro.

"This is the British Handley-Page effort" etc.

M.A.'s NOTE: See Report #3614, December 9, 1921, page 1, last paragraph and page 2 for correct and up-to-date data on this company. At present it is out of business (Nov. 1922)

(Replace)

The Curtiss Company.

This company is doing excellent work. It has sold more machines than all other companies combined. The machines have a good reputation - there have been no accidents. All machines bought for sport have been Curtiss machines and all but one civilian licensed since the war have been trained in the Curtiss School.

This company has headquarters at San Fernando.

Mr. Lawrence Leon who was in charge returned to the United States in March, 1923. The company at present is in charge of Richard H. Depew, jr. (formerly Capt. R.M.A. A.S., A.P., USA.)

(40) Political-Economic

(Replaces)

(113) Strategic Aspect.

The Curtiss Company (cont'd)

The personnel consists of:

- 1 pilot
- 3 mechanics
- 1 peon
- 1 watchman,
- 1 clerk.

There are a varying number of student aviators. In addition to machines sold to civilians, several of which are kept at their aerodromes at San Fernando, the company has on hand at present there:

- 2 Curtiss Orioles 20 H.P.
- 5 " JN 49 20 H.P. (2 incomplete)

(Replaces)

Aero Club of Rosario.

On April 17, 1931 the Aero Club of Rosario opened its new aviation field. This Aero Club was formed in January 1930. Senior J. Buillon is the President.

The Club has a training escuadrilla of 3 Farman biplanes, 550 h.p.; 1 Moran-Parasol, 80 H.P. monoplane; 1 Caudron biplane, 80 H.P.

(Replaces)

National Aeronautical Federation.

This organization is composed of 11 clubs, more than 1100 affiliated members and is preparing 135 aerodromes. Each Club in order to have a right to existence must have 50 members. So far the Aeronautical Federation owns 127 machines, as follows:

- 33 American Curtiss,
- 35 Italian Ansaldo's,
- 3 (?) Caproni bi-motors
- 23 English Avros and Bristols
- 15 French airplanes of the
Breguet, Caudron, Spad biplane types
- a few Farman-Savoia training planes

French manufacture has been given preference, but if prices become too high to divert orders, a local national industry in charge of German engineers detained since the war, would no doubt come into existence.

(Replace)

(41) Air Routes

(122) Frontier Crossings.

Only information along these lines are the flights from Mendoza to Santiago, Chile.

(123) Governmental Routes.

There are no special services connected with aviation, such as Postal, Forest Patrol, Coast Patrol, Topographic Survey, Customs up to the present. A Postal service is projected.

The Argentine Meteorological Office has done a certain amount of work in connection with aviation, and furnishes considerable information to the Aviation School and individual aviators. This Department has been asked for a report on said work, and same will be forwarded when received.

(41) Air Routes

(Destroy)

(124) Commercial Routes.

"The Chief of the French Aviation Mission" etc.

(Replace)

The line established by the River Plate Aviation Company between Buenos Aires (San Isidro) and Montevideo (Uruguay) functioned for several months (until about April or May 1932) and though successful from the operations standpoint, was not so financially. This company went out of business in July 1932.

The authorized capital of the River Plate Aviation Company was \$1,000,000 pesos. It was apparently formed on a sound basis as to personnel and materiel. The main purpose was to maintain the above described aerial transport service between Buenos Aires and Montevideo.

The director of the company, Major Kingsley is at present (November 1932) in Europe where he is reported to have purchased two "amphibian" planes of British make to use in the line between Buenos Aires and Montevideo.

(41) Air Routes
(124) Commercial Routes.

Bahia Blanca-Rio Gallegos Air Line.

This line was planned to have a total extension of 3,800 kilometers. The Government did not subsidize it, but the company got a ten year concession, and the Government has placed at its disposal, gratuitously, the necessary ground. In case of strikes on the part of the maritime services carrying on the coastal trade in the south, the Government will use the airplanes of the company when it so desires. However, the work of the company apparently has not progressed.

(Replace)

Compania Rio Platenca de Aviación.

The line planned between Buenos Aires and Concordia has not been established.

2000-866

AVIATION ITAM-----ARGENTINA

6-8 REPORT

ARGENTINA-----AVIATION

2021

December 5,

33

URGENT AND DEC 20 1932

(445)

(18) Training

(57) Unit

In accordance with the program drawn up by the General Direction of the Aeronautical Service of the Army, on Nov. 32, 1932 the big flights ("raids") of the squadron comprising the 1st group of military aviation commenced.

The bombardment squadron commanded by Captain Elisendo Pisano, and the scout squadron commanded by 1st Lieut. Florencio Parrevicini left El Palomar station on that date.

The personnel of the bombardment squadron was as follows:

4 pilots: 3 officers and 2 non-commissioned officers
3 observers: officers
1 mechanic

Ground personnel:

1 officer
3 mechanics
5 non-commissioned officers
8 soldiers

The mission of the squadron has been set down as follows:

Outgoing trip:

From Palomar to Gualeguayachú, 175 kilometers; from Gualeguayachú to Caseros, 335 kilometers; from Caseros to Santo Tomé, 250 kilometers; from Santo Tomé to Posadas, 137 kilometers. Total 887 kilometers.

Return trip:

From Posadas to Paso de las Libras, 273 kilometers; from Paso de las Libras to Concordia, 225 kilometers; from Concordia to Gualeguayachú, 127 kilometers; from Gualeguayachú to El Palomar, 175 kilometers. Total, 885 kilometers.

The aeroplanes used were 5 Bristols.

The squadron returned to El Palomar on December 3, 1932 without mishap.

pursuit

The personnel of the 2nd squadron commanded by 1st Lieut. Florencio Parrevicini was as follows:

4 officers
1 non-commissioned officer

Ground personnel:

1 officer
10 mechanics
10 soldiers

The mission of this squadron was as follows:

Outgoing trip:

From Palomar to Junín, 250 kilometers; from Junín to Rufino, 195 kilometers; from Rufino to San Luis, 236 kilometers.

From San Luis to Mendoza, 259 kilometers; from Mendoza to San Juan 133 kilometers; from San Juan to Melocotones, 80 kilometers. Total 1,264 kilometers.

Return trip:

From Mendoza to Villa Mercedes, 335 kilometers; from Villa Mercedes to Rufino 360 kilometers; from Rufino to Junin 195 kilometers; from Junin to El Palomar 259 kilometers. Total 1,044 kilometers.

The aeroplanes used were 5 S.V.A. planes.

The observation squadron commanded by Captain Oscar Lozano left El Palomar on November 23rd.

The personnel of this squadron was comprised by:

- 4 pilots, officers.
- 3 observers, officers.
- 1 mechanic.

Ground personnel

- 1 officer
- 4 mechanics
- 3 non-commissioned officers
- 3 soldiers

The mission of this squadron was as follows:

Outgoing trip:

From El Palomar to Rosario, 265 kilometers; Rosario to Puerto Berghi, 19 kilometers; Rosario to San Nicolás, 56 kilometers; San Nicolás to Rosario, 56 kilometers; Rosario to Rafaela, 205 kilometers; Rafaela to Pintos, 259 kilometers; Pintos to Santiago, 320 kilometers; Santiago to Tucuman, 140 kilometers; Tucuman to Salta, 330 kilometers; Salta to Jujuy, 66 kilometers. Total, 1,535 kilometers.

Return trip:

Jujuy to Salta, 66 kilometers; Salta to Horcones, 114 kilometers; Horcones to Tucuman, 130 kilometers; Tucuman to Lugones, 245 kilometers; Lugones to La Rubia, 250 kilometers; La Rubia to Santa Fé, 200 kilometers; Santa Fé to Sa Pereyra, 65 kilometers; Sa Pereyra to Santa Fé, 65 kilometers; Santa Fé to Rosario, 145 kilometers; Rosario to El Palomar, 265 kilometers. Total 1,545 kilometers.

The aeroplanes used were 4 Bristols.

^{pursuit}
The first squadron commanded by Captain Antonio Parodi left Buenos Aires by Train for Carmen de Patagones.

The personnel of this squadron was comprised by:

- 4 officers
- 1 non-commissioned officer

Ground personnel

- 1 officer
- 2 mechanics
- 3 non-commissioned officers
- 31 soldiers

The mission comprised:

Outgoing trip:

From Carmen de Patagones to Trelew, 474 kilometers; from Trelew to C. Rivadavia, 315 kilometers; from C. Rivadavia to Puerto Deseado, 325 kilometers; from P. Deseado to Santa Cruz, 315 kilometers; from Santa Cruz to Rio Gallegos, 202 kilometers. Total, 1,631 kilometers.

Return trip:

From Rio Gallegos to San Julián, 394 kilometers; from San Julián to P. Deseado, 235 kilometers; from Puerto Deseado to C. Rivadavia, 325 kilometers; from C. Rivadavia

to Trelew, 315 kilometers; from Trelew to San Antonio, 380 kilometers; from San Antonio to Bahía Blanca, 425 kilometers; from Bahía Blanca to Olavarría, 280 kilometers; from Olavarría to Palomar, 300 kilometers. Total 2,454 kilometers.

The machines taken were 7 C.V.I. avions.

4-1
G-2 REPORT

3
UNLIMITED
CIRCULATION.

2076-85
3

SUBJECT--ECONOMIC-----ARGENTINA-----

2076-
From--ARGENTINA-----

No. 3303-----

Date. April 9, 19 24

Replying to No. MID 2076-85 G-2-----

Date. Jan. 31, 19 24

5890: Miscellaneous.

Proposed Argentine World Flight by Major Pedro Zanni and Ensign Nelson Thomas Page.

a) Time and duration of flight.

The flight, according to studies made, will have to begin not later than the first part of May, provided that it is to be made from east to west. It is estimated likewise that considering the zones to be crossed and their aerological conditions, it will have to be completed at most in the latter part of September since the last hop will necessarily have to be over the Atlantic Ocean. Therefore, it can be said that the propitious period is only for five months of the year, which would not signify that that would be the time the flight would last, since it is the intention, assuming its success barring unforeseen events, to do it in less time if possible. Estimate 3 months.

b) Route.

The route established in the presentation of the project, and which can be seen on pages 2 and 3, is susceptible of small variations, and it is judged that it would be only in the sector comprised between Rome and Bagdad, since there exists doubt respecting the suitability, or not of its derivation via Cairo, taking advantage of the aerodromes that exist in this region.

c) Is it a military or civil project?

The patron commission is formed integrally of officers of the army and navy, and civilians. The resources with which the said commission functions, come, almost in their totality, from the Provincial Government and the National Congress.

Major Zanni and Ensign Page were placed in "disponibilidad" and staff duty respectively, and afterwards authorized to go abroad. Therefore it is understood that the flight will be considered as private or civilian.

d) All data possible upon the equipment.

Respecting the flight material, although negotiations have been taken up with Blackburn, a British firm, nothing can be anticipated yet. It is known that said house satisfied the stipulated requirements, and that it will furnish suitable avions for trial, for the aerodynamical and mechanical conditions in the following form: a land avion with Napier motor 450 H.P. for the London-Tokio sector, and Amphibian of equal power for the Tokio-Newfoundland sector, and lastly a special type of land avion for the Atlantic hop. Their prices are £5700 and £6400 respectively for the first two, no

UNITED STATES

d) All data possible upon the equipment (Cont'd).

price having been received for the third.

The preparation of the flight divisions will be in charge of two equipment groups who are also Argentines, who will have charge respectively of the sectors: London-Tokio and Tokio-London. The first group consists of Messrs. Rodriguez Larreta and Murphy, order being awaited from Major Zanni to send from here the second group--- knowing the starting point---whether they ought to go to London first or on the contrary to Tokio. The first group will begin its mission the first week of April.

e) Has permission been granted by all Governments concerned ?

The most frank support and cooperation of the Minister of Foreign Affairs is counted upon, who promises to place himself in communication respecting the flight with all the Argentine consular and diplomatic representatives in the countries interested. The path-finding expedition on its part, is instructed to procure in its passing through all the countries the necessary permission, a mission which is found in the program similar to that of the other nations which are making an identical trial. Moreover the foreign resident Ministers in our country were visited by the commander of the mission and promised their support.

f) Source of funds collected:

The sum collected amounts to \$210,000 pesos (\$89,148 at par or about \$71,000 at present rate of exchange) having been contributed by the National Congress, Deliberating Council of the Capital, the Legislatures of the Provinces of Buenos Aires, Entre Rios and Salta, and the territories of Chaco and Pampa, numerous Municipalities, Argentine Federal Firing Club, Young Men of the Holy Cross, Athletic and Social Clubs of the interior of the Republic, Auxiliary Commission, Aviation centers, etc., having promised their assistance amongst others, the B.A. Frontón (daily) Argentine Jockey Club, Argentine "Hípico" Club, Piccardo & Co. etc. who should at any time give their donations.

Likewise it is thought that the "Theatre Week" and the "Outdoor Week", as well as a large popular subscription amongst private individuals for the purpose of assuring in every way the success of the attempt can be counted upon.

It should be noted that to date requests only have been made to the Governments, Legislatures, Communities, Municipalities and very few clubs of recognized financial capacity.

The itinerary to be followed is:

<u>Countries where landings will be made.</u>	<u>Landings</u>	<u>Distances km.</u>
Great Britain	London to Paris	350
France	Paris to Lyons	400
"	Lyons to Rome	800
Italy	Rome to Otranto	550
"	Otranto to Salonica	400
Greece	Salonica to Constantinople	550
Turkey	Constantinople to Aleppo	1000
"	Aleppo to Baghdad	750
"	Baghdad to Bushire	850
Persia	Bushire to Bander-Abbas	850
"	Bander-Abbas to Gwadar	700
Baluchistan	Gwadar to Karachi	450

Itinerary (Cont'd).

Countries where landings will be made.	Landings	Distances Km.
India	Karachi to Jaipur	1000
"	Jaipur to Allahabad	700
"	Allahabad to Calcutta	800
"	Calcutta to Akyab	650
British Burma	Akyab to Rangoon	500
"	Rangoon to Korat	700
"	Korat to Hue	650
Siam	Hue to Hanoi	650
Annam	Hanoi to Canton	900
Tongking	Canton to Foochow	700
China	Foochow to Shanghai	650
"	Shanghai to Wei-hai-wei	900
"	Wei-hai-wei to Fusan	800
"	Fusan to Osaka	650
Korea	Osaka to Tokio	450
Japan	Tokio to Hakodate	700
"	Hakodate to Nemuro	500
"	Nemuro to Petropavlovsk	1600
A landing is to be made at the Kurile Islands		
Kamchatsk	Petropavlovsk to Nizhne-Kamchatsk	500
"	Nizhne-Kamchatsk to Behring I.	350
Aleutian Islands	Behring I. to Attu Island	650
Aleutian Islands	Attu Is. to Atka Island	1100
"	Atka Island to Unalaska Is.	650
"	Unalaska Is. to Kadiak	1150
Alaska	Kadiak to Nutohek or Alaganick (140° W. Long. 60° N. Lat.)	750-750
"	Nutohek or Alaganick to Sitka	700
"	Sitka to Prince Rupert	450
Canada	Prince Rupert to Vancouver	850
"	Vancouver to San Francisco	1300
United States	San Francisco to Ogden	1100
"	Ogden to Cheyenne	700
"	Cheyenne Omaha	800
"	Omaha to Chicago	700
"	Chicago to New York	1200
"	New York to Halifax	1000
Canada	Halifax to St. John Newfoundland	1000
Newfoundland	St. John to Cork	1100
Ireland	Cork to London	450

NOTE: It is understood that the route through Europe has been altered.

The above information was furnished by the National Commission Pro-World Flight by Aeroplane of the Argentine Aero Club.

Major Pedro Zanni was born May 13, 1890. He entered the service October 10, 1908, and belongs to the Artillery. He is a bachelor.

NOTE BY M.A. It is the opinion of this office that Major Zanni will not even make a start for a world flight, or at most not more than a start. He lacks experience, stamina, physique, health, funds, preparation and everything else except the desire to acquire fame.

G-2 REPORT

OFFICE OF THE
JULY 1924

44 1924 2076-85 AUG 8
6

ECONOMIC-----ARGENTINA
(FOR INFORMATION DIGEST)

ARGENTINA

3338	July 16	24
MID 2076-85 G-2	Jan. 21	24

5890: Miscellaneous.

Proposed Argentine World Flight by Major Zanni and Ensign Nelson Thomas Page.

At a meeting held recently by the members of the patron commission for Major Zanni's world flight a report of all work carried out to date was read, and photographs of the machines purchased were presented for inspection.

The machines purchased are: a Fokker, Napier 450 H.P. Speed, 200 kilometers per hour. Its radius of action is 1400 kilometers with a cargo of 450 kilos---without taking into account weight of pilot and mechanic; and a hydroplane Fokker with Napier 450 H.P. motor. Total weight, 3,750 kilos. Speed, 190 kilometers an hour. Its radius of action is 1300 kilometers, carrying a cargo of 450 kilograms.

A telegram from London dated May 26 stated that one of Major Zanni's most difficult problems is to find a sufficiently fast steamer on which to dispatch his hydroplane in order to insure its being at Tokio on his arrival there.

Due to the illness of Ensign Page, who has had to undergo an operation in Paris, Major Zanni will undertake the flight accompanied only by his mechanic.

In an interview granted the representative of "La Prensa" in Amsterdam, Major Zanni stated that he has great confidence in the Fokker machines (Dutch patent) purchased for his world flight. He makes daily trial flights over Amsterdam and inspects all details minutely. In this task he is aided by the personnel of the Fokker plant.

In connection with the above see also Report M.A. #3303, April 9, 1924.

Attached hereto is a sheet with photographs taken from newspaper of machines purchased by Major Zanni.

Photographs attached only to copy 1, this report.

G-2 REPORT

4-4
15
12076-85-7
AUG 22

ECONOMIC-----ARGENTINA

(FOR INFORMATION DIGEST)

ARGENTINA

3340

July 30

24

MID 3076-85 G-2

Jan. 21

24

RECEIVED 3/2 MID. AUG 21 1934
5890: Miscellaneous.

World Flight undertaken by Argentine Major Zanni.

On July 23, 1934, Major Zanni made the following statements to a press representative:

"I am extremely sorry that I cannot wait any longer for Ensign Page's recovery, but he had to enter a hospital in Paris for an operation, and the doctors say he will be laid up for at least 7 weeks. My plans have been delayed a month hoping for his recovery, but to wait any longer means putting the flight off until next year, and all our work to date will be lost."

On July 26, 1934 at 8.29 a.m. (Amsterdam time) Major Zanni started his flight around the world. He arrived in Paris at 15 o'clock of the same day without mishap.

On July 27, 1934 at 10.55 a.m. the aviator left Paris for Lyons at which place he arrived at 13.45 the same day. Due to bad weather he was obliged to wait until the following day to start for Rome.

On July 28th at 10.55 he left Lyons for Rome. Regarding this leg of the journey, Major Zanni wrote the following article for "La Prensa":

"We left Lyons this morning at 10.55, French time. It was our second departure, due to something having gone wrong with the radiator.

"We flew over Champéry, which we crossed flying to the north, then passed over Albertville, and began gaining height to fly over the Alps. As the motor was working splendidly we rose to 4,500 metres, and shortly afterwards passed beside Mont Blanc.

"After crossing the Alps we began our descent towards Vercelli, following the valley from whence the Italian plains were extended before us. On going towards Piacenza to approach the coast, we ran into the first rain since our departure from Lyons.

"A little later, we flew over Pisa and arrived at Rome at 17.35 Italian time. The flight was made without the slightest hitch, and we flew at the maximum velocity of 160 kilometers an hour, the mean velocity of our machine being 130 kilometers."

On July 29th (time not stated) Major Zanni left Rome for Salonica where he arrived at 13.45 on the same day.

In connection with the above see Reports #3303, April 9, 1934 and #3336, July 16, 1934 this office.

Illustrations from newspapers attached to page 1 (original copy) of this report only.

G-2 REPORT

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.

12-11-44
4-4
1924
2076-86
7
COMMUNICATION
AIR DEPARTMENT

ECONOMIC-----ARGENTINA

(FOR INFORMATION DIGEST)

ARGENTINA

3344

August 13

24.

MID 2076-86 G-2

Jan. 31

24

5890: Miscellaneous.

Proposed World Flight by Argentine Major Zanni.

The following table shows Major Zanni's progress from July 26 to August 8, 1934---Amsterdam to Calcutta.

Date of departure	Hour	Place Departure	Place of Arrival	Hour	Kil.	In flight Hours
Jul. 26	6.35	Amsterdam	Paris (1)	14.50	435	4.23
" 27	11.00	Paris	Lyons	13.40	390	2.40
" 28	10.58	Lyons	Rome	17.50	770	6.52
" 29	6.30	Rome	Salonika	12.10	930	5.40
" 30	6.10	Salonika	Constantinople	9.15	510	3.5
" "	12.5	Constantinople	Aleppo	18.35	1,000	6.30
" 31	5.45	Aleppo	Bagdad	9.55	700	4.10
" 31	16.00	Bagdad	Basra	18.45	450	2.45
Aug. 1	5.35	Basra	Bender-Abbas	12.35	990	7.00
" 2	6.35	Bender-Abbas	Karachi	13.40	1,310	7.5
" 3	Rest	In Karachi	---	---	---	---
" 4	Rest	In Karachi	---	---	---	---
" 5	6.37	Karachi	Nasirabad	10.55	810	4.18
" 5	14.00	Nasirabad	Cawnpore (2)	18.30	590	4.30
" 6	7.35	Cawnpore	Allahabad	9.00	210	1.25
" 7	9.20	Allahabad	Isri (3)	---	580	---
" 8	11.15	Isri	Calcutta	13.20	190	2.5

(1) Descent due to fog in Rotterdam and Le Cateau. (2) and (3) Unforeseen landings and outside the route.

As of interest in connection with the above there is given below Major Zanni's description in his own words of his flight as far as Calcutta.

"Undoubtedly the selection of day of departure from Amsterdam did not favor me. I left that city with rain and fog, and for that reason was obliged to land in Rotterdam and in Le Cateau before reaching Paris at 2.50 in the afternoon. The following day I had to wait until 11 o'clock in the morning for the weather to clear up.

"I arrived in Lyons at 13.40 leaving the next day for Rome. Weather conditions were then very favorable, and I was able to make a comfortable flight over the highest part of the

5890: Miscellaneous.

Alps. We reached Rome at 17.50 on July 28th. We left that city at 6.50 on the following morning, in fine weather and with a favorable wind. We crossed the Adriatic between Brindisi and Valona for a distance of 150 kilometers. I must confess that I left land behind me with some misgivings for I knew that we were at the mercy of the motor for an hour at least. We only sighted one ship during the crossing and reached Salonika at 12.10 on July 29th.

"While the Greek officers had a light luncheon prepared for us we loaded up the plane again in order to continue our flight the same day to Constantinople. At three o'clock, on trying to start the motor, we found it inoperative and were obliged to change the spark plugs and oil pump of the cylinders. This work engaged us until nightfall.

"We left Salonika at 6.10 the next morning, July 30th, with the same favorable atmospheric conditions. Two Greek military planes escorted us for a short time, and we reached Constantinople at 9.15 leaving again at 12.5 on July 30th.

"Then we flew over an interminable chain of mountains which stretches as far as Aleppo. This was a very trying flight. We were much shaken up and there were many air pockets due to the intense heat, although we flew above 4000 metres all the time.

"We reached Aleppo at 12.35 and were deferentially received by the French officers of the garrison with whom we dined. We left Aleppo on July 31st at 6.45 in the morning flying comfortably in a favorable wind for four hours across the Mesopotamian desert. We reached Baghdad at 9.55 on July 31st, and left again at 12 o'clock going on to Basra, near which place we ran into a sandstorm. It was impossible to see the ground for the storm raged up to 800 metres above it.

"We were able to land thanks to the bonfires lighted by the British officers, who received us most cordially.

"On the following day, August 1, we left for Bender-Abbas, starting at 6.35. Unfortunately a strong adverse wind was blowing reducing our speed greatly. Thus we flew alongside the mountains which border the Gulf of Persia, with good weather but much worried as to whether our gasoline would hold out. We managed to land at the aerodrome in Bender-Abbas at 12.35 on August 1st.

"Determined to reach Karachi in one leg and favored by good weather we were able to achieve this end, but on landing there we found an axle broken and that the radiator had a small leak. The British Air Service personnel deferentially helped us with everything we needed.

"Once damages were repaired and a complete revision made of the machine by the Royal Air Force people and my mechanic Beltramo, we left for Nasirabad, arriving there at 10.55, Aug. 5th.

"At 14.00, after taking on a supply of gasoline and oil we flew on to Allahabad. An intermittent rain was falling but it did not trouble us much. As we advanced, however, we realized that we were entering a heavy storm. Thus, in spite of our determination to reach Allahabad, at 150 kilometers distance from Cawnpore and only 50 from Allahabad, I decided to return to Cawnpore, where we arrived a few minutes later pushed by a strong wind, and in a torrential downpour.

"On August 6th at 7.35 we left for Allahabad once more, and we reached that city at 9 o'clock.

"The Allahabad-Calcutta leg seemed short and obviously with difficulties, but turned out to be quite the contrary. We started out at 5.30 in the morning, our start being more

5839: Miscellaneous.

than unfortunate. The wheels sank into the soft mud and the machine was on the verge of turning turtle. Luckily only the propeller was broken, no other damage of importance being done.

"After changing the propeller and trying to take the plane to a more favorable place to make another start, the same thing almost happened again, but thanks to lack of speed little damage was done. At last we were able to leave Allahabad at 9.30 o'clock on August 7th, and we entered an atmosphere of low hanging clouds, which forced me to lose height gradually until I was flying only 30 meters above the ground. Due to bad atmospheric conditions we decided to land to await better weather. We found an appropriate place in a rice field. As if springing by magic from the earth we were soon surrounded by natives, who climbed all over the machine in swarms. Due to language difficulties we had a hard time getting them off, and making them keep their distance. We found out that the nearest telegraph station was at Isri, 40 kilometers away. We spent all night sitting in the machine, and endeavoring to keep the swarms of natives at bay. At 11.15 on August 8th we were able to take off and finally reached Calcutta at 13.30 on the same day."

In view of the bad condition of the ground at the landing field in Akyab it has been decided to eliminate this stop, and Zanni is preparing to make the flight straight to Rangoon.

Lieut. (j.g.) Evaristo Velo of the Argentine Navy has been appointed by the Minister of Marine as Major Zanni's route officer to cross the Atlantic. He was born in the Province of Córdoba on August 10, 1897. He entered the Naval Academy in 1913, graduating in 1918. Lieut. Velo entered the Aviation School at Puerto Belgrano in 1922 and graduated as a naval pilot. As such, he took part in the naval manoeuvres, and has always distinguished himself in his work. At present he is Instructor in Meteorology at the Aeronaval School at Puerto Militar. He sails for the United States on August 14th by the "Southern Cross".

The third aeroplane to be utilized by Major Zanni in his flight across the Atlantic from St. John, Newfoundland to Ireland is also a Fokker specially built for this purpose. It has a Napier Lyon 450 H.P. motor. Its radius of action is 20 hours flight without landing. In this machine the following instruments will be carried: an air bubble sextant; a Bygrave ruler; an abbreviated Nautical Almanac; various Azimuth Solar Tables from 23° N. to 23° S. Parallel rulers of 10 in.; protractor from 0 to 360; two compasses; one "B" chronometer with stand and box; a derivometer and relative velocity indicator, two (without lag) compasses and a chronograph from 1 to 30.

Lieut. Velo's mission on board the monoplane crossing the Atlantic will be to keep a constant watch over all these instruments and mark the route for Major Zanni. It is well known that any slight derivation in flying over the sea might be of serious consequences in a coast to coast flight.

The popular collection of funds to assist Major Zanni in his world flight is doing very well, and throughout the country contributions are being made by individuals and all kinds of societies.

Illustrations from newspapers attached to original copy of this report only.

O.N.A. Report #3344, August 13, 1924.

5-3 2216-87

AVIATION-----ARGENTINA

(FOR INFORMATION DIGEST)

ARGENTINA -AVIATION

3188

July 23

23

5100: Aeronautical Industry-
General.

The Argentine Government has no aeronautical policy. Public interest has been sporadic, and at the present time is not active.

Aviation in the Argentine Army is the outgrowth of the Argentine Aero Club which was formed many years ago. This club was composed of civilians only and until 1910 was interested solely in balloon ascensions.

By 1912 the club became greatly interested in the aeroplane, and many prospective army aviators directed their attention to the Club. This was followed by interest on the part of the Government to the end that in the same year the Army Aviation School became a reality, and it is now the Aeronautical Service of the Army, as an outgrowth.

At Palomar, 23 kilometers from Buenos Aires where Aviation Group No.1 (military) is located, an aeronautical institution has been organized in conjunction with the airplane repair shop for the purpose of dissemination of aeronautical information to the public, as well as to the service and encouragement and assistance of the aeronautical industry in Argentina.

The Aero Club Argentino, which is a member of the International Aeronautical Federation, and several regional Aero Clubs maintains aerodromes and aviation schools. These are in addition to foreign civil aviation enterprises in Argentina at present confined to Curtiss Company (U.S.) and several individual foreign pilots in different parts of the country.

The Aero Clubs established or projected (affiliated with the Aero Club Argentino in the National Aeronautical Federation) are as follows:

Resistencia(Chaco), Rosario, Santa Fé, Córdoba, Tucuman, Santiago del Estero; Balcarce, Neuquen, Mendoza, Corrientes, Pergamino, Lincoln, Bahia Blanca, Las Flores and Junin.

One (1) Bristol plane was presented by the Committee pro-Civilian and Military Aviation.

The Argentine develops only into a fair aviator. He is daring but lacks composure; he conceives impracticable plans, such as making world flights when very little practical flying has been done in the country. But on the whole, the type, attitude and intelligence are good.

The climatic conditions are very good, and there is nothing which can be said to affect flying, and nothing to show that flying would differ greatly from that in the United States. Less flying is done in the winter months from June to September.

5110: Aeronautical Development and Research.

Several countries, including the United States, Great Britain, France, Italy and Germany have sent commercial missions to Argentina. All of which have been unsuccessful except the United States (Curtiss Co.) which has continued in operation since May 1919. After tests covering more than four years, the Argentine Army will not consider purchasing any machines other than English or American.

Military pilots are authorized by the Ministry of War to attend and assist temporarily at civilian airdromes when applied for.

Report #3189, July 23, 1933.

23 kilometers from Buenos Aires where is located Aviation Group No.1 (Military) there is a repair shop which is available to civilians for repairs at a "cost plus" basis 15%.

Here there are about 170 civilian workmen. Only one(1) Gnome 80 HP engine has been constructed at this plant. Five(5) Caudron training planes and a number of old Blériot monoplanes have been constructed.

This Palomar repair shop is equipped with machinery and personnel for complete repair of aeroplanes and repair and mounting of motors.

There are also two civilian repair shops in Buenos Aires operating on a small scale, but turning out some good work on wings, fuselage, etc. These firms are Sfredo & Co. and Barbenza and Co.

For the manufacture of aeronautical equipment, resort must be had to foreign products. All the refined materials are imported.

Wood. There is spruce in the country, but it is not very good,, and the other native woods used are not as good as the spruce. A native wood called "peteribi" is used to make planes and propellers.

An interesting point is that the Argentine Government has decided that all wood used in manufacture or repair of airplanes shall be Argentine material.

Fabric, rubber, dope and varnish. All imported.

Castor oil beans from the Chaco are plentiful.

Resin----limited in amount.

There are no plans for control of supply, manufacture etc. in time of war as far as is known, but undoubtedly all manufacturing establishments would be taken over.

Report #3189, July 23, 1923.

5300: Industrial Employment of Aircraft.

The number and types of commercial aircraft and those owned by private individuals in Argentina are as follows:

Commercial Planes.

Curtiss Aerodrome (San Fernando) Curtiss Aeroplane Export Corporation.

- 5 Curtiss JN-4, 80 H.P. (5 incomplete) Curtiss Co.
- 2 " Oriole 90 H.P.
- 30 machines sold to civilians (now kept at Curtiss aerodrome at San Fernando, Curtiss School at Neocochea and other parts of Argentina.)

37 Total

This company is doing excellent work. It has sold more machines than all other companies combined. The machines have a good reputation---there have been no accidents. All machines bought for sport have been Curtiss machines, and the majority of civilians licensed since the war have been trained in the Curtiss School.

This company has headquarters at San Fernando.

Mr. Lawrence Leon is in charge and has been practically since May 1919.

The personnel consists of:

- 1 pilot
- 3 mechanics
- 1 peon
- 1 watchman
- 1 clerk

23 commercial pilots have been trained by this company.

Investment of capital is \$25,000,000 U.S. (about 60,000 m/n)

There are a varying number of student aviators.

Mr. Leon estimates that there are between 140 and 160 heavier-than-air machines in Argentina. These figures include both Government and privately owned planes. His company since their establishment here in May 1919 have sold 37 planes. Four of this number were aeroplanes and one a hydroplane which were for Government account. The balance are privately owned, the majority by estancieros who use them as a means of conveyance between Buenos Aires, and their holdings in the interior. During the first five months of 1923 three Curtiss planes have been sold. Mr. Leon thinks more could be sold if Curtiss Co. would issue a list of materials, part, prices, etc. An English company is displaying a beautiful catalogue, giving plates, cuts and prices which appeals to the customers.

Notwithstanding the higher cost of the Curtiss machines, which is two or three times the value of surplus and reconstructed war planes from European sources, Leon states that he is the only one doing any business at this time and operating without loss. Kingsley so far has been able to keep out of financial difficulties through the aid of Carlos Alfredo Tornquist, although he has really failed four times.

Leon attributes his success to the careful manner in which the Curtiss school is conducted, their machines having flown over 1,000,000 kilometers in Argentina without recording a single accident.

The only two civilian aviation schools in this country today are the Curtiss at San Fernando and Rioplatense at San Isidro.

Mr. Leon believes that the inauguration of a series of

Report #3189, July 23, 1923

5300: Industrial Employment of Aircraft.

long overland flights in Argentina, similar to those undertaken by the Air Service of the Army in the United States, and conducted either by the United States Government, through Air Attaches, or an individual American Company would greatly serve to strengthen our position in this field. The various foreign missions such as the French, British and Italian that have visited this country, in his opinion accomplished nothing of a permanent nature.

Compañia Rio Platense de Aviación, S.A. (San Isidro)

The Compañia Rioplatense de Aviación maintains a school at San Isidro. This is Major Kingsley's organization (British personnel and local capital). It brought out two 6-passenger Vickers amphibian machines to place on the Buenos Aires-Monte video route and made 84 trips, carrying 381 passengers up to Mar. 1/

This company also has, or has disposed of:

- 1 Avro 6, 80 H.P.
- 1 " 4,375 "
- 1 " 16,375 "
- 11 " sold to civilians

At present this company is not active. Some aeroplanes are stored in their hangars.

Anglo-Argentine Aviation Co. (Longchamps)

- 12 Avro, 80-100 H.P.
- 1 S.V.A. 220 H.P.
- 2 Bristol, 300 H.P.

15 Total. Company's business at present suspended.

Aero Club of Rosario

- 2 Farman, 550 H.P.
- 1 Caudron, 80 "
- 1 Moranne Saulnier (Parasol monoplane)

4 Total

On April 17, 1931 it opened its new aviation field. This Club was formed in January 1930.

Aero Club Argentino.

- 1 Nieuport 80 H.P. (privately owned)
- 1 Caudron 80 H.P.
- 1 Spad two seater fighter (about 220 H.P.) privately owned.

3

National Aeronautical Federation

This organization is composed of 11 clubs, more than 1100 affiliated members, and is preparing 125 airdromes. Each Club in order to have a right to existence must have 50 members. So far the Aeronautical Federation owns 48 machines, as follows:

- 30 American Curtiss
- 1 Italian Ansaldo
- 2 English Avros and Bristols
- 15 French airplanes of the Breguet, Caudron, Spad biplane types and a few Farman-Savois training planes

Report #3189, July 23, 1933.

5300: Industrial Employment of Air-
craft.

Four hydroplanes were received in April 1933 by the Argentine Director General of Navigation and Ports for use on the Bermejo River in the Chaco region of northern Argentina. Tests were made on the Uruguay River.

The use of these hydroplanes was commenced in July, 1933, and it is expected that the distance between Puerto Bermejo and Presidente Roca, which now takes four days to cover will need only 7 or 8 hours. The Bermejo River in many places is only 12" deep.

Report #3189, July 23, 1933.

5310: Employment as Commercial
Means of Transport.

(Extracted from Report #2218, Aug. 22, 1933, M.A. Spain.)

In Sevilla and Buenos Aires the installation of the aerodromes will be begun in the near future. In Sevilla three hangars will be built---two to house 2 Zeppelins and the third one to shelter a dirigible of small size intended for service between the Peninsula and the Canary Islands. The first of these ships will be of larger dimensions than the famous R-38. The power plant will consist of 2 motors of 400 HP each. The quarters for the pilots and officers of the ship, the salon, the kitchen, and the smoking-room will be in the forward part. The cost of the trip will be 10,000 francs, and the round-trip may be made in seven days. A mail service is to be included, and the postage on a letter from Sevilla to Buenos Aires will be 3 fra. and 75 centimos.

The whole project is an idea of Major Herrera, and was worked out by him during the war. Studies indicate that the 10,000 kilometers can be easily traversed in a single flight.

The company has been formed, including among others the Senores Borronius and Remontinos, and as president Señor Golcochea, the former Minister.

The total expenditures for material, pay of personnel, construction of the ships and of the sheds, etc. amounts to approximately 100,000,000 pesetas.

In Buenos Aires 2 hangars will be constructed---one to be rotating and the other, which will be smaller, is to be used for the storage of the ship for a longer time. The first one can be turned in any direction, and thus will facilitate the operation of landing.

The trip to the west will take three and a half days. The return trip will be a few hours longer, since the atmospheric conditions are less favorable.

The development of this service will be a favorable impulse to the national industry. In the beginning the pilots, as well as the materials of construction (including that for the frame, which is an aluminum alloy) will be imported from Germany. It is expected, however, that this material will be later produced in Spain.

The cost of this trip across the sea is expected to be about 5,000 pesetas per person. Postage on letters will be from two to two and a half pesetas.

At Sevilla, three large hangars will be built. The largest will measure 300 by 80 by 50 meters and will be the station shed. The other two will measure 300 by 50 by 50 and 150 by 50 by 50 meters respectively. The first of these last two is for repairs to the ships. The second will shelter the training ship. The regularity of the winds in the region is unusual and, for that reason, it is expected that no serious difficulty will be encountered in landing, and when entering these sheds which will be fixed in direction.

In Buenos Aires, on the other hand, the winds are more variable in direction and greater in velocity. A revolving shed is projected measuring 380 by 50 by 50 meters and another, fixed in direction; or an alternate idea is to have a circular shed measuring 350 meters in diameter equipped with 16 doors.

Four ships will be built. Three will be of 135,000 cubic meters capacity, 250 meters long and 33.8 meters greatest diameter. The fourth will be of 30,000 meters capacity, 144 meters long and 21.1 meters in diameter.

The largest ships are for the transatlantic run, the smaller for the trip to the Canary Islands.

The big ships will carry nine motors of 400 H.P. each mounted in independent cars. The ship will carry 40 passengers besides the crew and 11 tons of mail or freight. The economical speed will be 110 kilometers an hour and maximum speed 132. Two of the motors are reserve, and it is not contemplated that the other seven will be in use at the time except in case of heavy opposing winds.

Report #3189, July 23, 1933.

SS12: Employment as Commercial Means of
Transportation.

It is expected to make a trip in each direction each week. The western trip will require 3 days and 12 hours; the eastern trip 4 days and 8 hours.

The expenditures for material, pay of personnel, construction of the ships and of the sheds, etc. amounts to approximately 100,000,000 pesetas.

Report #3189, July 23, 1933.

5400: Airways, airdromes and sea-plane bases.

Seven aerial lines have been considered by the Government, one of which is already under construction: Bahia Blanca, Rio Gallegos with landing places in all the large intermediate centers. Distance---3,800 kilometers.

The Government has granted the concessionaire exclusive control for ten years, has put at his disposal gratuitously the necessary ground, but furnishes no subvention (subsidy). The Government reserves the right in case of strike on the part of the maritime services, which carry on the coasting trade in the south, to use the airplanes when it desires.

Report #3189, July 23, 1933.

5410: Established Airways.

A plan was drawn up in February 1931 by the Director of Military Aeronautics to establish aerial stations all over the Argentine Republic. The plan is based on donations of ground which are expected from national and provincial authorities as well as from private individuals.

The project provides for:

7 principal stations:

El Palomar
Monte Caseros
Salta
Cordoba
Neuquen
Puerto Gallegos

9 1st class stations:

Concordia
Corrientes
Santa Fe
La Rubia
Tucuman
Rufino
Rio Colorado
Comodoro Rivadavia
Puerto Borghi

22 2nd class stations:

Enrique Garbo
Santo Tome
Parana
Resistencia
Rosario
Santiago del Estero
Catamarca
Junin
San Luis
Eolivas
Choele-Choele
Zapala
Bariloche
Azul
Bahia Blanca
San Antonio
Trelew
San Julian
La Plata
Mar del Plata
Cañada de Gomez
La Rioja

In addition there are 136 auxiliary stations, complete list of which can be found in #2242, Mar. 30, 1931.

The lines it is proposed to establish would be denominated as follows:

Eastern Line: to Corrientes and Posadas
Northern Line: to Jujuy
Western Line: to Uspallata, San Rafael and San Juan via Mendoza
Central Line: to La Rioja
Neuquen Line: to Zapala and Bariloche
Maritime Litoral Line: to Ushuaia

5410: Established Airways.

For sketch of projected lines, see Despatch #3243, Mar. 30, 1931.

The above project has been approved by the Ministry of War, and has been passed on to the Ministry of the Interior for study and approval.

The total cost of constructions to be put up is calculated at about \$6,665,000 m/n.

It is understood that this project is in accordance with the disposition of the Argentine Government to cooperate with, and help as much as possible, civilian flying. The Government has stated its expectations that most of the landing grounds will be given to the Government by clubs and patriotic citizens and has estimated that 6,665,000 pesos are required by the Government to put the scheme in operation. The "Liga Patriótica" is occupying itself almost exclusively with the question of raising funds for aviation for which there is apparently considerable enthusiasm at present.

In furtherance of the plan for air routes, bases and landing stations for army and for civil aviation, the following responses have been made recently to the request for donations of lands for landing stations:

Horneos	Prov. of Salta	35 hectares
La Rioja	La Rioja	
Cachi-Pampa	P. of Sgo. del Estero	
General Mitre	Cordoba	
Lugones	Santiago del Estero	
Alto Penco	San Luis	36 hectares
Los Tamarindos	Mendoza	50 "
Las Catitas	"	36 "
Cruz del Eje	Córdoba	35 "
Posadas	Misiones	300 mts. x 350
Alto Castro	Cordoba	32 hectares
Posadas	Misiones	11 "
San Pereira	Santa Fe	158.472 m.2
Las Dos Hermanas	Buenos Aires	36 hectares
La Aurora	San Luis	64 "
Corrientes	Corrientes	16 "
Guauguaychú	Entre Rios	31.500 sq.mts.
Junin	Buenos Aires	12 hectares
Mendoza	Mendoza	42.000 sq. mts
Formosa	Formosa	400 m. x 400m.

There are no special services connected with aviation such as Postal, Forest Patrol, Coast Patrol, Topographic Survey, Customs up to the present. A postal service is projected.

The Argentine Meteorological Office has done a certain amount of work in connection with aviation, and furnishes considerable information to the Aviation School and individual aviators. This Department has been asked for a report of said work, and same will be forwarded when received.

The line established by the River Plate Aviation Co., betw. on Buenos Aires (San Isidro) and Montevideo (Uruguay) functioned for several months (until about April or May, 1932) and though successful from the operations standpoint was not so financially. This company went out of business in July 1932.

The authorized capital of the River Plate Aviation Company was \$1,000,000 pesos. It was apparently formed on a sound basis as to personnel and material. The main purpose was to maintain the above described aerial transport service between Buenos Aires and Montevideo.

Report #3189, July 23, 1933.

5410: Established Airways.

between Buenos Aires and Montevideo.

The Director of the Aeronautical Service of the Argentine Army, according to press reports, has proposed to the Minister of War, the establishment of an aerial postal service as incident to the maintenance in complete activity of the formations of military aviation, the contemplated route being between Buenos Aires and Rio Gallegos-Ushuaia, thereby uniting by means of rapid transit distant but progressive centers of production with the Federal Capital.

The Direction General of Post Offices and Telegraphs concurs in the arrangement provided the service is placed under the exclusive jurisdiction of the Post Office Department, and suggests the following route: Buenos Aires, Azul, Bahia Blanca, Patagones, San Antonio Oeste, Rawson, Comodoro Rivadavia, Rio Gallegos and Ushuaia.

This line was planned to have a total extension of 3,800 kilometers. The Government did not subsidize it, but the company got a ten year concession, and the Government has placed at its disposal gratuitously, the necessary ground. In case of strikes on the part of the maritime services carrying on the coastal trade in the south, the Government will use the airplanes of the company when it so desires. However the work of the company apparently has not progressed.

Report #3189, July 23, 1923.

5430: Description of Airways.

All landing fields are to be of a standard size of 35 hectares.

According to the plan drawn up by the Director of Aeronautics, aerial stations will be established all over the Republic. Due to the flat plains a landing may be effected almost anywhere in Argentina except in the provinces where the Andean foothills begin, notwithstanding this, the stations will be equipped as well as possible.

The forthcoming fields have been obtained to date for the erection of stations:

Cordoba
La Rioja
Catamarca
San Juan
Mendoza
San Luis
La Rubia (Province of Sta. Fé)
Panto (Province of Santiago del Estero)
Carza (Province of Santiago del Estero)
Zarate (Province of Buenos Aires)
San Pedro (Province of Buenos Aires)
San Nicolas (Province of Buenos Aires)
Rafaela (Province of Mendoza)
Santiago del Estero
Rosario de la Frontera (Province of Salta)

At Palomar the field is 1500 m. by 2000 m. and is 15 miles northwest of Buenos Aires. It is well drained, has a good location, and it is possible to fly in bad weather. It can hardly be said that there are any prevailing winds.

The Curtiss field at San Fernando is 15 miles northwest of Buenos Aires; it is 300 m. by 400 m. The field is a poor one and is low.

The River Plate Aviation Company has its field at San Isidro, 13 miles north of Buenos Aires. It is 500 m. x 600 m. It is a good field and is drained, but rather rough; there are many anthills.

The Sociedad de Aeronautica Italo-Argentina has its field at Castelar 18 miles west of Buenos Aires. It is 300 m. x 400 m. good, drained.

There are other fields in Buenos Aires, Rosario, Pergamino (250 K. north of Buenos Aires), Mendoza, Necoches, Balcarce (300 K. south of Buenos Aires), Bahia Blanca. All of these places are provided with hangars.

As a matter of fact a landing may be made almost anywhere in the Provinces of Buenos Aires and of Santa Fe as they are immense plains.

Report #3189, July 23, 1923.

5440: Established Airdromes and
Seaplane Bases.

The only place where there are machines or a station is at Palomar 15 miles northwest from Buenos Aires. Here are located the aviation depot and workshop. There is material (complete sets) for repairing airplanes, and 5 airplanes a day can be repaired.

The airdrome at Palomar is the principal aeronautical center in Argentina and the school at this point gives a mean of 40 graduate pilots, with solid, technical, theoretical and practical training, who are able to accomplish any military test from a long distance flight to modern acrobatic flight.

Report #3189, July 23, 1933.

5500: Military Importance of
Established Airways, Airdromes
and Seaplane Bases.

Several flights from Mendoza to Santiago, Chile have been made.

The western boundary between Argentina and Chile is a mountain range which necessitates high powered planes to cross.

Plans for the future include the establishment of a line from Cordoba to Catamarca (trip to be made in 12 hours) at present it takes two days in the train.

At the stations in the interior, which have been selected there are sheds, minor repair shops, gas, oil, etc.

Report #3189, July 23, 1933.

5600: Airplane carriers.

There are no plans for aircraft carriers.

Report #3189, July 23, 1923.

5800: International Air Traffic

The following is a translation of a treaty of Aerial Navigation signed between the Republics of Argentina and Uruguay on June 28, 1922.

"Art.1° The high contracting parties agree to facilitate by all means, aerial navigation between their respective countries, and to this end they reciprocally concede to the civilian airships of each contracting party, the right to free flight over their territories and territorial waters, always when they are adjusted to the conditions enunciated in the present convention.

"Art.2° To comply with this convention, the airships must be inscribed and registered before the corresponding authorities of the respective contracting parties. For legal purposes, it is hereby established that the nationality of the airships is that of their country's register.

"Art.3° The airship coming from another State is strictly prohibited to land, without having touched at one of the aerodromes, provided by virtue of Art. 16.

In case of a forced landing outside the aerodromes indicated in Art.16, the pilot will be responsible for all departures with passengers, cargo, correspondence, documents and airship accessories. The pilot must give immediate advice to the nearest authority, before the arrival of whom, nobody will be authorized to modify the position or contents of the airship.

"Art.4° No airship may fly over cities or important centers at a height inferior to that permitted so that in case of motor trouble, it will be possible to reach a landing field. Besides it is prohibited to execute acrobatic feats over cities and agglomerations as also to fly at a low altitude over places where public meetings are taking place, and especially over race courses.

All airships belonging to military aviation units are permitted access to any of the aerodromes provided in Art.16, and the utilization of the hangars and other installations is also permitted them.

"Art.5° Authorization extended to all members of the personnel of an airship, or that conceded to use any aerodrome may be revoked or suspended by the respective Government, always when in its opinion and prior investigation of the case, there is reason for these measures.

"Art.6° Every airship must be registered, carrying its navigation permit, its log book, its register and signals which must be uniform for all airships of the same nation, in order to permit of identification whilst in flight and at a distance of not less than 2 kilometers. Each contracting party should make known to the other State the signs that it has adopted for its airships.

"Art.7° The crew must be provided with documents issued by the authorities of the nation to which the airship belongs. The high contracting parties shall communicate to each other the legal requisites in force in the territory of each.

The crew must be provided in all cases with passports. Their passports are also subject to all the requirements that the laws and regulations of the country to which they belong and in which they land.

"Art.8° No airship may carry wireless telegraph or telephone apparatus without special authority from a competent official of the country of its origin (nationality) said official to fix conditions and cases when the apparatus may be used.

5800: International Air Traffic

Operators of the T.S.H. duly inscribed and with special permit shall be exclusively permitted to receive and transmit messages.

"Art. 8° Airships destined to international navigation may transport persons and merchandise between one and another country in conformity with the regulations established excluding internal traffic in each country which is reserved for airships having the national register. They must carry: the nominal list of passengers and bills of lading of merchandise carried, and in general all documents exacted by the respective regulations. The mail service, letters and postal packages, may be carried on always in agreement with the post office administrations of both countries.

"Art. 10° Both Governments may prohibit flight over determined zones of their territories, under penalties imposed by one and the other party. Airships which break this rule will be obliged to alight at the nearest accessible spot, on advice or signal to do so.

The zones over which flight is prohibited, and the signal obliging descent must be notified to the other contracting state.

"Art. 11° The airships, crews and passengers of the aerial navigation companies are subject to all the judicial obligations resulting from legislation in force in the country where present; in consequence, Custom House legislation, fiscal and public security legislation, as also regulations governing aerial legislation in the State is applicable in its totality to the above. The permits and licenses conceded to the airship and to the crews of one of the contracting parties, shall enjoy the same value in the other country as in the country where issued.

"Art. 12° It is prohibited to drop any kind of objects from airships except fine sand and water, and on departure and landing of airships, the authorities of both countries must in all cases inspect the airships externally and internally to verify the compliance of all regulations pertaining thereto.

"Art. 13° In case of danger, the airships of the other State shall have a right to land and to obtain assistance in the same measure as national airships.

"Art. 14° Every aeroplane which functions in any one of the States has a right to land and to obtain assistance in the same measure as national airships.

"Art. 15° The aerial frontier between both countries may only be crossed between the points to be fixed later, and in common agreement by the high contracting parties.

"Art. 16° Each one of the parties shall designate in its own territory one or more aerodromes which shall be obligatory for use by the airships to be listed for departure by one State, and arrival by the other. Each state must communicate to the other the list of aerodromes selected, and may at any time on its own decision alone, modify or complete this list by giving the other State fifteen days' notice.

"Art. 17° The contracting parties shall communicate reciprocally to each other the laws and regulations which exist for aerial navigation between their respective territories.

Report #3189, July 23, 1923.

"Art.18° No military airship of one State may enter the Territory of the other, without military authorization, issued in each case, by the latter state. This military authorization is to be granted with limitations and shall be modified as to space, time and other considerations.

"Art.19° This convention shall remain in force for an indefinite period its provisions to be null and void in case of denunciation by either one of the high contracting parties. The denunciation shall take effect one year after the other high contracting party is notified.

"Art.20° Ratifications shall be exchanged in Montevideo at the briefest possible period in compliance with the prescribed Constitutional requisites set forth by the fundamental charters of both the high contracting parties."

In connection with an agreement recently entered into by the Argentine Government to establish legislation for aerial navigation, the Uruguayan Minister for Foreign Affairs, Dr. Buero, made the following statements to a newspaper:

"Postal traffic is provided for in this treaty, as also that of merchandise. Special importance is given to military institutes. Furthermore, the identification of airships by special signs is agreed upon. Also the airdromes where they are compelled to descend are provided for, and furthermore a register showing all the aerial machines belonging to the two countries.

"The French Minister to Argentina, recently presented a document to the Argentine Ministry of Foreign Affairs stating that 23 allied powers and associate ones had signed a convention referring to regulations of international aerial navigation.

"Even though the Argentine Government cannot at present join the agreement, yet it would be of great assistance if in making regulations, the decisions arrived at by the Convention be taken into account, in lieu of adopting other regulations, thus contributing largely to the uniformity which is sought."

Report #3189, July 23, 1923.

5810: National Air Traffic
Regulations.

The Minister of War issued a decree in 1920 making known to the different companies to which authorization had been conceded to establish themselves at the Military Aerodrome of El Palomar, that they had been so established within the express terms of a Decree dated January 18, 1916 ("to encourage the development of civil and military aviation in the Republic") and in consequence are not permitted to make flights nor land within the limits of the Military Aviation Field, when the purpose is to effect aerial transportation for commercial ends, that is to say, receiving remuneration for said services even though these take place without the military jurisdiction.

All arsenals, naval and military, and naval stations are prohibited zones to the same extent as the American ones. A prohibition exists forbidding foreign aviators from flying over Argentine territory: and it is forbidden for any aviator to fly over the Artillery Park at Zárate, the arsenal San Lorenzo and the arsenal Rio Cuarto.

On May 28, 1923, the President of the Republic appointed a board for the preparation of a bill to present to the National Congress to be promulgated into a law for regulating air traffic within the jurisdiction of the Republic. The board consisted of:

The Director of the Aeronautical Service of the Army,
Director of the School of Naval Aerostation
Counsellor of National Territories, and Engineer of
the General Direction of Railways.

Report #3189, July 23, 1923.

ANNUAL REPORT ON AIR SERVICES

of

Argentina as of July 1, 1930.
Country

(All information should preferably be as of July 1, 1930)

I. ORGANIZATIONS ACTUALLY IN EXISTENCE as of July 1, 1930.

1. Heavier-than-Air Organization.

a. Regular Forces:

(1) Independent Air Force Only:

- (a) What is the largest tactical organization on duty? What is its composition in administrative, tactical and technical units? in commissioned personnel (pilots, observers and non-fliers)? in enlisted personnel (pilots, observers, and non-fliers)? in airplanes (by numbers, by types, active and reserve with each unit)?
- (b) What organization is equivalent to the U. S. combat squadron? What classes of combat squadrons are prescribed? What is the prescribed and the average strength of each in commissioned personnel (pilots, observers and non-fliers)? in enlisted personnel (pilots, observers and non-fliers)? in airplanes (by numbers only, active and reserve with each unit)?
- (c) What are the classes of service organizations for administrative, technical, supply, maintenance and transport purposes? What is the average strength of each in commissioned personnel (pilots, observers and non-fliers)? in enlisted personnel (pilots, observers and non-fliers)? in airplanes (by numbers, by types, active and reserve with each unit)? (Note: By the term "service organizations" is meant those organizations that are intended to take the field.)
- (d) (i) What training organizations are provided for flying training (for student pilots, for student observers, for student gunners, bombers, etc.)?
(ii) What is the average strength of each in commissioned personnel (pilots, observers and non-fliers)? in enlisted personnel (pilots, observers and non-fliers)? in airplanes (by numbers, types, active and reserve with each unit), and in students (commissioned and enlisted)?
- (e) (i) What is the total number of service squadrons, both combat and non-combat, in the Independent Air Force, exclusive of those allocated to the Army and Navy (by classes and numbers)?

- (ii) How many of these are at home?
- (iii) How many of these are at foreign possessions?
- (f) What is the total number of training squadrons in the Independent Air Force?

(2) Allocated to the Army.
(Give the same information for organizations allocated to the Army that was requested under par. 1, 1,a.(1) above for organizations of the Independent Air Force.)

(3) Allocated to the Navy.
(Give the same information for organizations allocated to the Navy that was requested under par. 1,1,a(1) above for organizations of the Independent Air Force.)

(4) SUMMARY.
What is the total number of squadrons in existence of the heavier-than-air branch of the regular forces (by classes, i.e., service combat, service non-combat, and training)?

b. Reserve Forces:
(Give the same information for reserve organizations that was requested under par. 1,1,a. for the regular forces.)

2. Lighter-than-Air:
(Give the same information for lighter-than-air organizations that was requested above under par. 1, 1. for heavier-than-air organizations.)

II. AIRPLANES.

1. Regular Forces.

a. Independent Air Force Only:

- (1) What was the total number of airplanes assigned to the Independent Air Force as of July 1, 1930? (Note: Differentiate between airplanes at home and at foreign stations.)
 - (a) How many were assigned to service combat units?
 - (b) How many were assigned to service non-combat units?
 - (c) How many were assigned to training units?
 - (d) How many were in reserve not assigned to units?
 - (e) What was the balance number not assigned to units and not held in reserve? (Note: The sum of the answers to pars. (a),(b),(c),(d), and (e) must equal the number given in answer to par. (1).

- (2) What combat, transport and training airplanes were considered as the latest accepted standards as of July 1, 1930 (by class, name or designation of model, and year the model was first produced)?

(3) What are the performance characteristics of each latest accepted standard model (i.e., horsepower, number and models of engines, high speed, service ceiling, rate of climb, number of crew, number and caliber of guns, total bomb load, number of passengers - for transports only -, fuel capacity in units of measure)? (Note: Follow attached forms "Characteristics, Weights and Performance of Airplanes of _____.")

b. Allocated to the Army.

(Give the same information regarding airplanes allocated to the Army that was requested under par. II, 1.a., for airplanes of the Independent Air Force).

c. Allocated to the Navy.

(1) (Give the same information regarding airplanes allocated to the Navy that was requested under par. II, 1.a., for airplanes of the Independent Air Force).

(2) How many planes of each type are assigned to Capital Ships, to Cruisers, to Aircraft Carriers, to Aircraft Tenders, to other ships? Give name of vessel and number and type of plane.

d. Allocated to Reserve Organizations.

(Give the same information regarding airplanes allocated to the reserve organizations that was requested under par. II, 1.a., for airplanes of the Independent Air Force.)

e. SUMMARY.

(1) What were the total number of airplanes on hand as of July 1, 1930, with all regular and reserve forces, regardless of age or condition (by classes, whether at home or abroad, and the grand total)?

(2) Of all classes on hand give a table showing number on hand, name, designation or model, and year model was first produced, for each class (i.e., the equivalent of the U. S. land plane (planes with wheels) for attack, day or light bombing, night or heavy bombing, observation, pursuit, torpedo, transport and training; and the similar equivalents for seaplanes (planes equipped with floats or boat hulls, including amphibious).

III. BALLOONS and AIRSHIPS:

What was the total number of balloons and airships as of July 1, 1930 (by class, cubic gas capacity, crew, useful load and, in case of airships, horsepower, number of engines, and normal cruising range)?

IV. PERSONNEL.

1. Regular Forces.

a. Independent Air Force Only.

- (1) What was the total number of commissioned officers in the Independent Air Force only as of July 1, 1930?
 - (a) How many of these officers were rated pilots?
 - (b) How many of these officers were rated observers?
 - (c) How many were non-fliers?
- (2) What was the total number of enlisted men in the Independent Air Force only as of July 1, 1930?
 - (a) How many of these enlisted men were rated pilots?
 - (b) How many were rated observers?

b. Allocated to the Army and attached, seconded or lent by the Army.

- (1) What was the total number of commissioned officers allocated to the Army, including officers attached, seconded, and on duty with the attached air force units? (Note: List these separately and give totals.)
 - (a) How many of this total number of officers were rated pilots?
 - (b) How many of this total number of officers were rated observers?
 - (c) How many were non-fliers?
- (2) What was the total number of enlisted men allocated to the Army, including enlisted men attached, seconded, and on duty with the attached air force units?
 - (a) How many of this total number of enlisted men were rated pilots?
 - (b) How many of this total number of enlisted men were rated observers?

c. Allocated to the Navy and attached, seconded or lent by the Navy.

- (1) What was the total number of commissioned officers allocated to the Navy, including officers attached, seconded, and on duty with the attached air force units? (Note: List these separately and give totals.)
 - (a) How many of this total number of officers were rated pilots?
 - (b) How many of this total number of officers were rated observers?
 - (c) How many were non-fliers.

d. SUMMARY.

- (1) What was the grand total of all commissioned officers, including Air Force, Army and Navy, attached, seconded or lent on duty in aviation as of July 1, 1930?
 - (a) How many of these officers were rated pilots?
 - (b) How many of these officers were rated observers?
 - (c) How many were non-fliers?

- (2) What was the grand total number of onlisted men, including attached, seconded or lent officers from the Army or Navy on duty with aviation as of July 1, 1930?
 - (a) How many of these enlisted men were rated pilots?
 - (b) How many of these enlisted men were rated observers?
- e. Of the above regular personnel, how many officers and enlisted men were assigned to lighter-than-air?

2. Reserve Forces.

(Give same information for reserve personnel requested above for the regular personnel.)

V. FLYING.

1. Individual Flying.

- (a) How many flying hours per year are required to qualify students as rated pilots?
- (b) How many flying hours per year are required of regular rated pilots to maintain their proficiency as combat pilots?
- (c) What are the minimum hours of flying required to enable pilots and observers to draw flying pay?
- (d) What were the average number of hours flown last year by regular rated pilots in combat organizations?
- (e) What were the average number of hours flown last year by all regular rated pilots, including those on executive, administrative and technical duties?

2. Total Aircraft Hours.

- (a) What were the total number of hours flown last year by regular Air Force rated pilots?
- (b) What were the total number of hours flown last year by student pilots?
- (c) What were the total number of hours flown last year by reserve pilots?
- (d) What was the grand total number of hours flown last year by Air Force and attached personnel?

3. Accidents.

- (a) What were the total number of deaths last year of regular rated pilots?
- (b) What were the total number of deaths last year of regular student pilots?
- (c) Give the same information on accidents for reserves on active and on inactive duty.
- (d) Summary: Give a summary of all accidents in the Air Force, Army and Navy and Reserve flying.

VI. TRAINING.

1. Regular Forces.

a. Heavier-than-Air:

- (1) How many hours flying are proscribed to train student pilots for rating as regular combat pilots?

- (2) Where is this training accomplished and how is it divided into stages? Also, how much flying is accomplished in each stage?
- (3) How many flying hours are required to qualify students as observers to become regular rated combat observers?
- (4) Where is this flying accomplished and how is it divided into stages? Also, how much flying is accomplished in each stage?
- (5) How many months are proscribed for student pilots' and student observers' courses?
- (6) How many student pilots were graduated in the last year?
How many student observers were graduated in the last year?
- (7) How many student pilots were enrolled for pilots' courses last year?
How many student observers were enrolled for observers' courses last year?

b. Lighter-than-Air.

(Give the same information for lighter-than-air training that was requested above under par. VI, 1.a., for heavier-than-air.)

c. Reserves.

(Give the same information for training reserves that was requested above under par. VI, 1.,a., for regular heavier-than-air training.)

VII. APPROPRIATIONS.

1. What was the total appropriation for aviation for the fiscal year 1930-31?
2. How much of this appropriation was exclusively for the Independent Air Force?
3. How much of this appropriation was allocated to the Army?
4. How much of this appropriation was exclusively allocated for aviation to the Navy?
5. How much of this appropriation was for lighter-than-air?
How much additional was appropriated for civil aviation?

VIII. PRODUCTION.

1. How many planes of each model were delivered in the fiscal year 1929-30?
2. Of the total number of each type delivered in 1927-28 and 1928-29, how many were allocated to the Navy or assigned to the "Fleet Air Arm," and how many were allocated to the Army or assigned to "Army Co-operation?"
3. What is the total number of planes and number of each type to be delivered in the fiscal year 1929-30, and how many of each type are for the Navy or "Fleet Air Arm" and how many for the Army or for "Army Co-operation?"

4. (a) What is the present peace-time capacity for production of military and naval airplanes (i.e., how many airplanes per month could be produced)?
(b) What would be the maximum war production per month in airplanes?
(c) What essential items would have to be procured abroad in order to produce the maximum number?
5. (Give the same information regarding the production of engines that was requested in par. VIII, 4, above, regarding airplanes.)

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.

4-17
AUG 20 1931
11
WAR DEPARTMENT

ANNUAL REPORT ON AIR SERVICES

of

Argentina as of July 1, 1931
Country

1. ORGANIZATIONS ACTUALLY IN EXISTENCE as of July 1, 1931.

1. Heavier-than-Air Organization.

a. Regular Forces:

(1) Independent Air Force Only:

- (a)
- (b)
- (c)
- (d)
- (e)
- (f)

There is no Independent Air Force.

(2) Allocated to the Army

- (a) The largest tactical organization on duty is the so-called "Group" which corresponds in general to our squadron.
- (b) The division group is made up of 2 flights of 8 planes each, 1 flight an observation flight and the other flight an exploration and bombing flight. Its personnel consists of an administrative headquarters consisting of a Major, Adjutant, and 80 enlisted personnel, while each of the flights is commanded by a captain having under him 4 pilots and 15 non-flying enlisted personnel. The pilots may or may not be officers. The usual composition is a 1st lieutenant and a lieutenant pilot and 2 sergeant pilots. All pilots in the Argentine service have also taken the observers' course and are rated as pilots and observers. The one flight is equipped with Breguet observation and bombing planes and the other flight is equipped with Bristol fighters. This so-called group corresponds generally to our combat squadron. There is also one other group - the pursuit group - assigned to the Aviation headquarters which consists of 3 flights of 5 planes each. This group are using Dewoitines. This group also has an Administrative unit of 40 men. The group is commanded by a Major, and each flight by a Captain.

- (c) Each group is an individual administrative unit and is complete within itself to take the field and make all necessary minor repairs. It carries sufficient transportation for its non-flying personnel and its equipment. At the Aviation School at Palomar is maintained a large central park of supplies, and this central park maintains a flight of mixed type of aeroplanes so that flying officers on administrative tasks may get in their required amount of flying time. At Cordoba there is maintained a large airplane factory where they have the patent rights to manufacture certain types of motors and planes. (See Report No.4398).
- (d)1 A training school is maintained at Palomar for the training of pilots and observers. The first year is devoted solely to the training of the pilot and the second year the advanced course includes observation, gunnery, bombing, etc. This is the only Aviation School there is, and there are no other training units.
- 11 The School is under the command of a Sub-Director of Aviation, at the present time Lt.Col. Jorge Manni. He is assisted by 6 instructors who are officers and 4 non-commissioned officers. Each of these officers is normally given 4 students for whom they are responsible throughout the course and for whose flight instruction they are also responsible. At the present time there are 18 student officers taking the course and 10 non-commissioned officers.
- (e)1 The total number of service squadrons (groups) are 5, 3 divisional groups, 1 pursuit group and 1 service group. The 3 divisional groups are - the 1st at Palomar, and the 3rd and 4th now quartered at Parana. The 2nd and 5th groups exist solely on paper. They plan, however, their immediate re-organization. The 2nd group will then belong to the 2nd division at Palomar. The 4th group now at Parana is properly stationed in Mendoza, and under the Provisional Government, the construction of the field at Mendoza is progressing rapidly. Group No.5 will be stationed with the headquarters of the 5th division at Salta. They are also planning

immediate organization of a bombing group which will also be stationed at Mendoza. With this in view, they are at present looking around for suitable heavy bombing planes.

ii All

iii None

(f) School Only.

(3) Allocated to the Navy.

The Navy is divided into 2 divisions, one at Punta Indio and the other at Puerto Belgrano. Just what administrative or tactical divisions this constitutes, we are not prepared to say. Their school is located at Punta Indio. In addition to the Commanding Officer, Lt. Commander Clizio D. Bertucci, there are 8 flying officers and 5 student officers at Punta Indio, and there are 12 flying officers at Puerto Belgrano. For working purposes, they are divided into flights of 3 machines each. We understand that their service and school is now in the process of re-organization. While their unit is a very small one and their school likewise, they are possessors of much better materiel, and apparently have received much better flying instruction than the Army. We believe this is due to the fact that the Navy has sent more officers to foreign schools than the Army.

(4) SUMMARY

With the Regular Forces now on hand, we believe that the total number of squadrons or groups which could actually be sent in the air would be 9.

b Reserve Forces

There is no Reserve Flying Organization.

2. Lighter-than-Air.

They have no lighter-than-air service.

II. AIRPLANES.

1. Regular Forces

a. Independent Air Force Only

(1)

(2) There is no independent Air Force

(3)

b. Allocated to the Army

- (1) The total number of airplanes assigned to the Army as of July 1, 1931 is 65. All at home.
(a) 15 Dewoitines, 12 Bristols, 12 Breguets.
(b) 2 Junkers and 2 Fledglings.
(c) 20 Avrons.
(d) None
(e) 2

(2) None

(3) None

c. Allocated to the Navy

- (1) The total number of airplanes assigned to the Navy as of July 1, 1931 is 80. All at home.
(a) 4 Vought Corsair Biplanes, 8 Supermarine South Hampton Flying Boats, 7 Dewoitine Monoplanes, 6 Moth Fairy F III Biplanes
(b) 2 Vickers Viking Amphibians, 12 Curtis Oriole Pontoons, 3 Curtis Mercury Biplanes, 7 Curtis J.N.'s Biplanes, 3 Arco Seaplanes Wolseley Viper, 2 Dornier. (Some of these are in the hangar awaiting repair and we doubt if they will ever be used again.)
(c) 7 Petrol Pontoon Seaplanes, 7 Pelicans Keystone Pontoon Seaplanes, 9 S.V.A. (Italian) Biplanes, 3 F-5 L's (Old).
(d) Unable to say.
(e) -----

(2) -----

d. Allocated to Reserve Organizations

- (1) (a)
(b)
(c) There is no Reserve Organization
(d)
(e)

e. Summary

- (1) The total number of airplanes on hand as of July 1, 1931, is 145. All at home.

(2) (See next sheet)

(2) The airplanes on hand are as follows:

Airplanes (Army)

20 Avro Training Biplanes - Le Robne 110 H.P.
(Now assembled at Factory in Cordoba)
10 Bristol Fighters Biplanes - H.Suiza 300 H.P.
16 Dewoitine Monoplanes - H.Suiza 500 H.P.
15 Breguet Biplanes - Lorraine Dietrich 450 H.P.
2 Junkers transport - Junkers 250 H.P.
2 Curtiss Fledgling Biplanes

(Navy)

y 7 Petrel, Pontoon Seaplanes - Wright Whirlwind 220 H.P.
x 2 Vickers Viking, Amphibians - Napier Lyon 450 H.P.
y 7 Pelicans Keystone Pontoon Seaplanes - Wright Whirlwind 200 H.P.
y 9 S.V.A. (Italian) Biplanes - 6 S.P.A. 220 H.P.
3 " 200 H.P.
z 6 Moth Fairy F III Biplanes, - Cirrus 80 H.P.
(Interchangeable land and seaplanes)
x 12 Curtiss Oriole Pontoon Seaplanes - Curtis C-6- 160 H.P.
x 3 Curtiss Mercury Biplanes - Curtis 160 H.P.
x 7 Curtiss J.N's Biplanes - Curtis OX 90 H.P.
z 4 Vought Corsair Biplanes - Wasp 425 H.P.
x 3 Arro Seaplanes - Wolseley Viper 425 H.P.
x 2 Dornier Seaplanes - Liberty 425 H.P.
z 8 Supermarine South Hampton Flying Boats - Twin Engines
z 7 Dewoitine Monoplanes - Lorraine - Dietrich 450 H.P.
y 3 F-5-L's (Old)

Note:

x These planes so marked are being used up and
gotten rid of.
y Used for instruction only
z For general operation.

III BALLOONS and AIRSHIPS:

No balloons or Airships.

IV -----

V FLYING

1. Individual Flying

- (a) 60 hours are required, 80 hours usually consumed in training for pilot. Same number of hours are required in 2nd year of course to complete training.
- (b) No hours required; is matter of examination.
- (c) 2 hours a month and 4 landings.
- (d) 75 hours
- (e) 50 hours

2. Total Aircraft Hours.

- (a) 7500
- (b) 2200
- (c) No reserve pilots
- (d) About 1,000 hours.

3. Accidents

- (a) 3 officers, 1 civilian and 1 civilian mechanic killed. 1 officer seriously injured.
- (b) None
- (c) None
- (d) Captain Rosales and civilian mechanic on the day of the Revolution, Sept. 6, 1930, killed when returning to Palomar; came in too low, striking wheels on tops of trees, bouncing to roof of barracks at Palomar where he was burned.
Lt. Gutierrez and his brother, a civilian, during the visit of H.M.S. Eagle, flying a Moth plane loaned to him, struck telegraph wires, crashed, both burned.
Lt. Castex during visit of Prince of Wales, at Punta Indio, when landing, nosed over, broke his neck, pilot not hurt.
It would appear that all these accidents were due to careless flying.

VI. TRAINING

I. Regular Forces

a. Heavier-than-Air

- (1) No set number, 60 hours prescribed, but 80 to 90 hours always consumed.
- (2) Air Base at Palomar
- (3) All students of the school at Palomar take the observers course in the second year. No number of hours are required, but usually between 80 and 90 hours are flown.

- (4) At Air Base at Palomar
- (5) The course is 10 months the first year and 10 months the 2nd year.
- (6) Last year 10 officers were graduated as pilots and observers. This was owing to the fact that up until this year it was a one year course. Last year they also graduated 10 civilians who were selected to take the course with the officers. This is not a regular custom and was only tried out that year. The Government had no contract whereby it retained a hold on these civilians after the completion of the course.

VII APPROPRIATIONS

VIII PRODUCTION

NOTE:

More definite information on the entire air proposition here is not obtainable because they are passing through a period of re-organization and have not made up their mind definitely just what they will be able to do.

EMBASSY OF THE UNITED STATES OF AMERICA
OFFICE OF THE MILITARY ATTACHE
BUENOS AIRES, ARGENTINA

5-*enc*
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.

2-1
AUG 7 2076-91 1931
12
WAR DEPARTMENT

July 14, 1931

4400

Subject: Supplementary Report to Annual Air
Strength Report, July, 1931.

To: A.C. of S., G-2

RECEIVED O/2 W. D. AUG 6 1931

1. In addition to the date given in the
regular Annual Air Report, the following lists are
also submitted:

List of privately owned airplanes in
the Argentine River Plate Territory; list of planes
owned by the "Acrofotos", a local company, by the
Cie. Generala Aeropostale, by the Pan American Grace
Airways, Inc., and list of planes which the Pan American
Airways have in storage at Punta Indio.

E. C. Fleming
E. C. Fleming,
Captain, A.C.S.,
Military Attache.

OFFICE CHIEF OF STAFF
M.L. INTEL. DIV.

PRIVATE OWNED PLANES.

RIVER PLATE TERRITORY.

4 - 1
AUG 20 1931
12

WAR DEPARTMENT

Oil used (Castrol
(Agaroil
(Mobiloil
(Stanavo
(Shell

Number of planes: 62

Gasoline used (Y.P.F.
(Stanavo
(Shell

<u>MAKE OF PLANE</u>	<u>TYPE OF PLANE</u>	<u>MAKE OF MOTOR</u>	
12 Moth	Biplane	Gipsy	80 H.P.
1 Focker	"	Fokker	500 H.P.
1 Stevenson	"	Stevenson	220 H.P.
1 Marchetti Savoia	Pontoon Biplane	H.Suiza	300 H.P.
4 Morane Saunier	Biplane	"	180 H.P.
1 S.A.L.	"	Fiat Colombo	120 H.P.
3 Cuadron	"	Cuadron	180 H.P.
1 Airco	"	Airco	90 H.P.
2 Junkers	"	Junkers	80 H.P.
1 Curtiss	"	Curtiss O.X.5	90 H.P.
3 Curtiss Oriole	"	" C.6	180 H.P.
1 Armstrong	Seaplane	Armstrong	160 H.P.
2 S.V.A.	Biplane	Ansaldo	200 H.P.
2 Siam	"	Fiat	120 H.P.
2 Ryan-Brougham	Monoplane	Wright G.6	300 H.P.
4 Fleet	"	Warner-Scarab	100 H.P.
4 Fleet	"	Kinner K.5	100 H.P.
2 Waco (Sport)	"	Wright G.5	220 H.P.
3 Curtiss Robin	"	Challenger	170 H.P.
1 Moth D.H. 60	Biplane	De Haviland Gipsy	95 H.P.
1 Fiat A.S. 1	"	Fiat A.500	90 H.P.
1 Klem	"	Salmsen A.500	40 H.P.
1 Bellanca C.H.	Monoplane	Wright J.5	220 H.P.
1 Hispano-Suiza	Biplane	H.Suiza	180 H.P.
1 Junkers	Monoplane	Junkers Genet	80 H.P.
2 Lockheed-Vega	"	Pratt & Whitney	450 H.P.
2 Puss Moth	"	Gipsy III.	120 H.P.
1 Eastman	Amphibian	Curtiss Challenger	170 HP.
1 Breda	Monoplane	Gipsy II	90 H.P.

Enc 2
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.

4-1
AUG 2 20 76-91 1931
12
WAR DEPARTMENT

"AEROFOTOS" S.A.

Oil used (Stanavo)

Gasoline used (Stanavo)

Number of machines: 4

<u>MAKE OF PLANES</u>	<u>TYPE OF PLANES</u>	<u>MAKE OF MOTOR</u>
1 De Haviland (Gipsy Moth)	Biplane	Gipsy 100 H.P.
1 "	"	Rolls Royce 330 H.P.
2 Moth	"	Cirus 80 H.P.

Enc 3
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.

4-1

2076-91

1931

CIE. GENERALE AEROPOSTALE.

12

WAR DEPARTMENT

Oil used {Agaroil
Castrol

Gasoline used {Fiscal
Stanavo

Number of planes: 25

<u>MAKE OF PLANE</u>	<u>TYPE OF PLANE</u>	<u>MAKE OF MOTOR</u>
12 Late No 25	Biplane-Monoplanes	Renault 450 H.P.
9 " No 26	" -	Lorraine-Dietrich
4 " No 28	Biplanes-Monoplanes	H.Suiza 600 H.P.

Enc 4
OFFICE CHIEF OF STAFF
W. L. INTEL. DIV.

4-1

AUG 7 2076-91 1931

PAN AMERICAN GRACE AIRWAYS INC

12
WAP DEPARTMENT

<u>MAKE OF PLANES</u>	<u>TYPE OF PLANE</u>	<u>MAKE OF MOTOR</u>
1 Fairchild P.3 N.C.8039 (Stationed at Moron)	Monoplane	Pratt & Whitney Wasp 425 H.P.
1 Fairchild P.6 N.C.3738 (Stationed at Mendoza)	Monoplane	Pratt & Whitney Wasp 425 H.P.
1 Curtiss Cyclon Falcon (is maintained at Santiago, Chile, and used for shuttle service crossing the Andes between Mendoza and Santiago)	Monoplane	Curtiss Cyclon 1820
1 Loening Amphibian Biplane (Stationed at Moron)		Curtiss Cyclon 1750 C E
1 Lockheed Vega (Stationed at Moron)		

Enc 5
OFFICE CHIEF OF STAFF
M.L. INTEL. DIV.

4 - 1
AUG 7 2076-91 1931
12

PAN AMERICAN AIRWAYS, INC.

WAP DEPARTMENT

PLANES IN STORAGE AT PUNTA INDIO.

Oil used { Stanavo
Naphtha used { "

<u>MAKE OF PLANE</u>	<u>TYPE OF PLANE</u>	<u>MAKE OF MOTOR.</u>
3 Flesster	Monoplane	Pratt & Whitney Hornet 525 H.P.
2 Ford-trimotor	Monoplane	Pratt & Whitney Wasp 425 H.P.
3 Fleet	"	Kinner K.5-90 H.P.

G-2 Report

DEC 30 1935

19 Ave
6-1 2076-91
18
WAR DEPARTMENT

ARGENTINA (Aviation - Military)

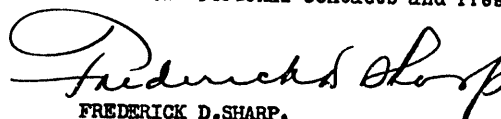
Subject: Annual Aviation Intelligence Report.

RECEIVED G-2 W. D. DEC 23 1935

In accordance with instructions contained in Circular Letter No.27, the Annual Aviation Report is submitted, with enclosures as follows:

- 1) Aviation Statistic Sheets Nos.1,2 and 3 in quintuplicate
- 2) Document entitled "Aviation Matters". This document is a free translation, but is submitted with a view to clarifying certain information given in the Annual Aviation Report.
- 3) Specifications and photographic clippings showing the type of planes manufactured by the Cordoba Factory.
- 4) Monograph in compliance with Paragraph 7, Circular Letter No.27.

Source of Information: Personal Contacts and Press.


FREDERICK D. SHARP,
Captain, G.S.,
Military Attache.

MONOGRAPH TO ACCOMPANY AIR CORPS STATISTICS

6-1
DEC 23 1935
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
2076-911
12
WAR DEPARTMENT

(a) Appropriations

The Army budget for 1935-36 amounts to 75,808,915 pesos or \$18,952,257.50 USCy.

The aviation allotment is 2,045,160 pesos for salaries of civilian employees plus 3,024,900 pesos or \$756,225 USCy. for miscellaneous expenses, purchases of materials, machinery, etc. for the Cordoba Factory.

The aviation budget is 6.7% of total military budget and additional appropriation of \$22,000,000 pesos (5,700,000 USCy.), while the naval aviation budget is 9% of naval budget.

There is no separate air force. The Army and Navy each have their own separate services, (separate promotion lists).

The government appropriation for 1935/36 allotted to the Department of the Interior was as follows: For civil aviation 97,440 pesos for salaries and 395,000 pesos or \$98,750 USCy. for distribution to the aero clubs and to the government air lines for their activities and maintenance of material under the presidential decree of May 3, 1933.

The 395,000 pesos is subdivided as follows:

1. Maintenance of material of aero clubs and govt. air lines	90,000
2. Police and maintenance of the airdromes	16,800
3. Subsidy to Aeroposta Argentina.	180,000
4. New material, repair, spare parts, etc.	60,000
5. Gas and oil	7,500
6. General expenses, unforeseen	16,500
7. Books, instruction manuals, office supplies	2,800
8. Traveling expenses, freights, etc.	6,000
9. Medical exams. of civilian pilots	1,200
10. Extra assistance to clubs to lower the cost of flying per hour	14,000
	<u>395,000 pesos</u>

The National Congress has recently appropriated 42,000,000 pesos or \$12,500,000 USCy. to reorganize and reequip the Argentine Army and Naval Aviation. (See document submitted with Annual Aviation Report entitled "Interpellation at the Argentine National Congress re Aviation").

Officers were formerly detailed to the Air Corps from other branches, but recently a law has established the aviation as a separate arm.

Army Aviation officers receive 15% (economy measure) extra flying pay. Formerly it was 25%. Naval personnel receive 25%.

Monograph to accompany
Air Corps Statistics

Colonels	1300 pesos	Master Sgt.	400 pesos
Lt.Colonels	1000 "	Staff "	350 "
Majors	800 "	Sgt. Major	260 "
Captains	600 "	Sergeant	210 "
1st. Lieuts.	450 "	1st. Corp.	180 "
2nd. Lieuts.	400 "	Corporal	150 "
Sub-Lieutenants	310 "	Private (Vol)	90 "
		Cadet	6 "
		Private conscript	5 "

(b) Production

The Cordoba Factory, located in the vicinity of Cordoba City, province of the same name, is the government aircraft factory.

Its production is low due to inexperience and low appropriations, but is increasing yearly. The most of the appropriations have been spent for tools and machinery. For 1934, its output was 18 aeroplanes, all for the army, as follows:

- 1 - As ME 1) For other years see document submitted with Annual
- 12 - As MO 1) Aviation Report, entitled "Interpellation at the
- 5 - As C 3) Argentine National Congress re Aviation).

In addition, the motors output was one FMA (Fabrica Militar Aviones) 620 H.P., Wright patent. There are at present 10 under construction. Four of these have been completed.

The lack of metals and coal in this country or at least their exploitation up to date is the greatest deficiency. There is a law in existence which does not permit the export of scrap iron. In this way, Argentina hopes to collect sufficient to manufacture in time of war both air equipment and ammunition. She purchases her steel abroad. Some from the United States and Belgium. A very small amount is made here. All native wood is used in fuselage construction.

As yet, no estimate can possibly be made of war time production.

(c) Bases

The four principal air bases are as follows:

- (1) El Palomar, located 2 kms. from Hurlingham on the Pacific Railroad (F.C.P.); is north west of Buenos Aires 30 kilometers, or about 18 miles.
- (2) Brigadier General Justo Jose de Urquiza, near Parana, Province of Entre Rios, is 330 miles from Buenos Aires on the left bank of the Parana River.
- (3) Aerodromo Militar de la Fabrica Militar de Aviones, Cordoba, Province of Cordoba, 288 miles northwest of Buenos Aires on the Central Argentine Railroad. (This should be considered a base. It will soon be officially made so).
- (4) Los Tamarindos, Mendoza, Province of Mendoza, 636 miles from Buenos Aires on the Pacific Railroad.

(For data on air fields, see Report No.4667, Index number 5400 (c), pages 8, 9, 13, 14, 16, dated April 11, 1933.

Monograph to accompany
Air Corps Statistics

(d) Organization

The aviation is divided into the following classes:

Military Aviation - War Department
Naval Aviation - Navy Department
Civil Aviation - Department of the Interior.

The Military Aviation is subdivided as follows:

Department of Aviation
" " Aerotechnics
Military aeroplane factory
4 Military Air Bases (3 bases and the one at the Cordoba Factory
to be made shortly, but which is already considered an
air base).
1 Military Aviation School (To be moved to Cordoba).
2 Squadrons of Observation
2 " " Pursuit
2 " " Light Bombing

Naval aviation is subdivided as follows:

Department of Naval Aviation
2 Air bases, Punta del Indio and Puerto Belgrano
1 Aviation School.
1 Light Bombing
1 Squadron of Observation
1 Squadron of Patrol

Civil Aviation functions under the Department of the Interior and
is subdivided as follows:

Department of Civil Aviation
Various aero clubs. See Report No.5126, Index 6700, dated March
22,1935.

In the army organization, groups (squadrons) of pursuit, observation
and bombardment are as follows:

Pursuit 3 flights of 9 planes each
Observation 2 flights of 9 planes each
Bombing 3 flights of 9 planes each.

The staff of each squadron has 2 planes, but they are not an organic
part of same.

Group No.1 - Observation - stationed at El Palomar, Buenos Aires.	
" " 2 " " General Urquiza, Parana	
" " 1 Pursuit " " El Palomar, Buenos Aires	
" " 2 " " Los Tamarindos, Mendoza	
" " 1 Light Bombing " " General Urquiza, Parana.	
" " 2 " " Los Tamarindos, Mendoza.	

Training squadrons, light bombing and transport stationed at El
Palomar, near Buenos Aires.

(e) Training

The course for aviators is two years. The aviation school is
located at El Palomar. Ordinarily there are about 15 officers, 10

Monograph to accompany
Air Corps Statistics

noncommissioned and 2 conscripts in each course.

The training of the prospective aviator more or less follows the general line of instruction as taught in our own service schools at Kelley Field, Texas. Only active officers are trained at El Palomar. Civilian pilots receive an Air Corps Reserve commission or noncommissioned officer rating when they receive their civil pilots licenses.

For subjects taught and schedules of instruction see Report No. 5177, Index 9700-b. For data on civil aviation, see statistics submitted under Report No. 5126.

(f) Technical Matters

(See Aviation statistics, 1934, submitted under Dispatch No. 4989, October 22, 1934).

The Dearborn Chemical Company is making a series of experiments to prevent interior corrosion of water cooled motors used in the Navy. These motors are understood to be Lorraine Deitrich. Distilled water is used and after a period of 30 hours, the motor must be torn down completely.

(g) Operations

No details of this nature are known.

(h) Lighter than Air

The Argentine Navy had two semirigid airships, one of which was wrecked at Rio Santiago in 1926. At the present time there is no lighter-than-air activity in the Argentine nor is any foreseen.

(i) War use of Commercial Planes

It is not contemplated to convert commercial planes for war use.

(j) Licensed pilots

<u>Army</u>			
Officers	97	Noncommissioned officers	75
Reserve Officers	30	Reserve enlisted	70
Total	127	Total	145
<u>Navy</u>			
Officers	24	Noncommissioned officers and enlisted	17
Reserve Officers	17	Reserve enlisted	30
Total	41	Total	47

Under instruction 1935-36

Students, Army 26
" Navy 9

(See Aviation Statistics 1934, Dispatch No. 4989, October 22, 1935, for data on Army and Navy pilots and Report No. 5126 for numbers of civilian pilots.)

G-2 Report

9040

ARGENTINA - Aviation - Military

Subject: Annual Aviation Intelligence Report

Revised 6/2 W.O.

Annual report as of July 1st., 1936, in accordance with existing instructions of the joint Army - Navy agreement, including the accomplishment of M.I.D. - O.N.I. joint form which is attached hereto.

(a) Appropriations

The appropriations allotted for the yearly period January 1st., 1936 to January 1st., 1937 (Argentine fiscal year) as given in the National Budget (prorogued from 1935) for the Argentine Army, Naval and Civilian establishments (there is no separate air force) are as follows:

I. ARMY

1. \$1,498,376 USCy. or \$5,070,060 Arg.m/n (money national) divided as follows:

For Military Bases, Flying Units and Military School of Aviation.	\$2,025,400 m/n
For Experimental and Construction Purposes	\$999,500 m/n
For Civil Pay	\$2,045,160 m/n

Army Aviation officers receive 15% extra flying pay, over and above the following salaries by rank, per month:

	m/n		m/n
Colonels	1300	Master Sgt.	400
Lt. Colonels	1000	Staff	350
Majors	800	Sgt. Major	260
Captains	600	Sergeant	210
1st. Lieuts.	450	1st. Corp.	180
2nd. Lieuts.	400	Corporal	150
Sub-Lieuts.	310	Private (Vol)	90
		Cadet	6
		Private conscript	5

2. In addition to (1) above \$2,054,735 USCy. (\$7,000,000 Arg. m/n) was allotted under a special law for the purchase of aeronautical materials in 1936.

II. NAVY

1. \$246,808 USCy. or \$826,000 Arg.m/n.
2. In addition to (1) above \$1,904,315 USCy. (\$6,500,000 Arg. m/n) was allotted under a special law for the purchase of aeronautical materials in 1936.

III. CIVIL

1. \$20,993 USCy. or \$97,440 Arg.m/n

From: M.A. Argentina

Report No. 5456

Date: September 2, 1936

(b) Production

The military aircraft factory at Cordoba has produced the following units during the year 1935:

Airplanes constructed	32
Engines constructed	10
Airplanes repaired	34
Propellers constructed (wood)	48
Propellers constructed (metal)	25
Engines repaired	43

The above figures are taken from the official annual report submitted by the Chief of Air Service to the Minister of War, in which it states that notwithstanding the purchase from foreign markets of new flying material it is necessary to continue the manufacture of units in the national factory with a view to the complete independence from foreign markets. To gain that end it would be necessary to increase the capacity of the Cordoba factory, and to train skilled artisans and experts. To this end they have instituted in the University of Cordoba a complete course for Aeronautical Engineers, and recently an aerodynamic tunnel was installed in the Cordoba factory for experimental purposes.

The official Military Bulletin states:

"The construction plan for the present year contemplates the manufacture of 20 airplanes type Ae.M.0e.1 and 10 type Ae.0.3.

It is said that the poor performance of the planes made at Cordoba and the vast amount of money spent to produce them has resulted in a strong protest against the factory, both in and out of army circles, and it is rumored that in the future this factory will build no more planes of its own design. It purposes instead to build planes under license from foreign manufacturers.

The Argentine Army is at present in the market for the purchase of new planes of various types. Definite plans have already been made for sample planes to be exhibited here by several foreign nations, including the United States, in September, 1936. Several hundred are expected to be bought by the Army as a result of this exhibition, including the rights to manufacture.

It is interesting to note in connection with this Cordoba factory and the reorganization of the Argentine Army Aviation that, according to information received from the agent of an American airplane manufacturer at Buenos Aires, the Cordoba factory, up to now, contained a large number of Italian engineers. They naturally favored Italian planes, and therefore influenced in no small degree the purchases made by the government. This is now forbidden and they are not allowed under the new arrangement to have anything at all to say with reference to purchases.

(c) Bases

The five principal bases are as follows:

1. El Palomar, located 2 kms. from Hurlingham on the Pacific Railroad (F.C.P.); is north west of Buenos Aires 30 kilometers, or about 18 miles.
2. Brigadier General Justo Jose de Urquiza, near Parana, Province of Entre Rios, is 330 miles from Buenos Aires on the left bank of the Parana River.
3. Los Tamarindos, Mendoza, Province of Mendoza, 636 miles from Buenos Aires on the Pacific Railroad.
4. San Rafael, in the process of organization, in the Province of Mendoza.
5. Comodoro Rivadavia, in the process of organization, in the National Territory of Chubut.

(d) Organization

(In August 1936 the Executive Power dictated a decree, originating in the Ministry of War in June or July, creating aerial division No. 1 and a Department of Aeronautical Arsenal, thus divorcing the instruction and the use of military aviation from that relative to the acquisition, fabrication, control and provision of materials and equipment.)

Military aviation is therefore divided as follows:

1. Aerial Division No. 1, composed of:

- 2 Observation Squadrons
- 3 Pursuit Squadrons
- 3 Light Bombing Squadrons

A Pursuit Squadron contains 3 flights of 9 planes each.
An Observation Squadron contains 2 flights of 9 planes each.
A Bombing Squadron contains 3 flights of 9 planes each.

The staff of each squadron has 2 planes, but they are not an organic part of same.

Squadron No.1	Observation	stationed at	El Palomar, Buenos Aires
" " 2	"	"	General Urquiza, Parana
" " 1	Pursuit	"	El Palomar, Buenos Aires
" " 2	"	"	Los Tamarindos, Mendoza
" " 3	"	"	Comodoro Rivadavia
" " 1	Bombardment	"	El Palomar, Buenos Aires
" " 2	"	"	General Urquiza, Parana
" " 3	"	"	Los Tamarindos, Mendoza

Training squadrons, light bombing and transport are stationed at El Palomar, Buenos Aires.

2. Department of Aeronautical Arsenal.

This department is the advisory organization to the Ministry of War in everything relating to purchase, manufacturing, etc., of aeronautical material and it also prescribes the regulations, referring to the description, upkeep and employment of all such materials.

Naval aviation is divided as follows:

Department of Naval Aviation
3 Air bases, Punta del Indio, Mar del Plata and Puerto Belgrano
1 Aviation School
1 Light Bombing
1 Squadron of Observation
1 Squadron of Patrol

(e) Training

The course for aviators is two years. The aviation school is located at El Palomar. Ordinarily there are about 15 officers, 10 non-commissioned and 2 conscripts in each course.

The training of the prospective aviator more or less follows the general line of instruction as taught in our own service schools at Kelly Field, Texas. Only active officers are trained at El Palomar. Civilian pilots receive an Air Corps Reserve commission or non-commissioned officer rating when they receive their civil pilots licenses.

(f) Technical Matters

No details of this nature are known.

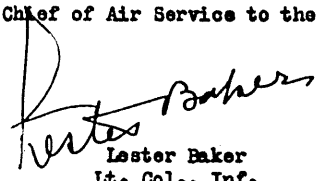
(g) Operations

No details of this nature are known.

(h) Lighter than Air

The Argentine Navy had two semirigid airships, one of which was wrecked at Rio Santiago in 1925. At the present time there is no lighter-than-air activity in the Argentine, nor is any foreseen.

Sources: Annual report of the Chief of Air Service to the
Minister of War.
Personal contacts.


Lester Baker
Lt. Col., Inf.
Military Attache

Inc: M.I.D. - O.N.I. Joint Form, Sheets Nos. 1, 2 & 3

From: M.A. Argentina

Report No. 5456

Date: September 2, 1936

AIR MAIL

CONFIDENTIAL

27 Enc
1-1
SEP 26 1938
2076-91
21
WAR DEPARTMENT

G-2 Report.

9040.

ARGENTINA - Aviation, Military.

Subject: Annual Aviation Intelligence Report.

The following annual report, as of July 1, 1938, is submitted herewith in accordance with existing instructions. The M.I.D. - O.N.I. joint forms sent with Circular Letter No. 109 (G-2/2574-1080) June 27, 1938, have been accomplished and are attached.

(a) APPROPRIATIONS.

The 1938 budget for military aviation shows allotments as follows:

For machinery, motors, spare parts, tools and other material, \$4,191,830 (Arg). or approx. \$1,500,000 U.S.

Maintenance of airdromes and meteorological service,	50,000	"	"	17,000	"
Construction and maintenance at Campo de Mayo airbase	9,000	"	"	3,100	"

The purchase of new material is made each year from money appropriated under a so-called "Secret Law". Information as to the amount of this allotment for Military Aviation for the year 1938, or the year 1939, has not yet been obtained.

Army aviation officers receive 15% extra flying pay, over and above the following salaries by rank, per month:

	Arg.		Arg.
Colonels	1,300	Master Sergeants	400
Lt.Colonels	1,000	Staff "	350
Majors	800	Sergeant Majors	260
Captains	600	Sergeants	210
1st. Lieuts.	450	1st. Corporals	180
2nd. "	400	Corporals	150
Sub. "	310	Privates (Vol.)	90
		Cadets	6
		Privates Conscript	5

(b) Production.

During the year 1937 the Army factory at Córdoba was greatly improved. The patent rights to manufacture Focke Wulf primary training planes was purchased from Germany. In the year 1938, Argentina, in continuing its policy not to be entirely dependent upon foreign markets for its airplanes, manufactured 30 Focke Wulf primary trainers. 18 of these were turned over to the Army service and 12 to the Direction of Civil Aeronautics.

(c) Bases.

The Argentine Army Air Service has five bases as indicated below:

From M/A Argentina.

Report No. 5856.

September 13, 1938.

CONFIDENTIAL

- 2 -

G-2 Report.

9040.

1. "El Palomar", 18 miles N.W. of Buenos Aires (plan attached);
2. "General Justo José de Urquiza" near Paraná, Province of Entre Ríos - 330 miles from Buenos Aires on the left bank of the Paraná river.
3. "Los Tamarindos", at Mendoza, Province of Mendoza, - 636 miles from Buenos Aires on the Pacific R.R.
4. "Villa Mercedes", at the town of that name - 430 miles West of Buenos Aires.
5. "Córdoba", at the town of that name - 400 miles N.W. by W. of Buenos Aires.

The Córdoba base is equipped to do major overhaul. Other bases are equipped to handle minor repairs only. Servicing at all bases is done from drums. Storage facilities are meager at all bases. Adequate spare parts for airplanes are not at present available in the country. Some spares have been ordered. No defense installations for airdromes exist. Each base can accommodate approximately one group. No housing facilities exist at any of the air bases for officers or N.C.O.'s.

(d) ORGANIZATION.

The Army Air Service is organized as a branch of the Army, and functions under the War Department the same as the other branches. Location and distribution is as indicated below:

On duty with War Dep't.
(City of Buenos Aires).

Officers	15
NCO's (pilots)	6
NCO's	4
Conscripts	15

Military Flying School.

Officers	19
NCO's (pilots)	13
Student officers	38
" NCO's	38
NCO (mechanics)	33
Radio operators	2
Conscripts	348

Military Airplane Factory, Córdoba.

Officers (non-pilot engineers) 7.
Other personnel at the factory are civilian employees.

Aerial Regiment No. 1, (Buenos Aires).

A bombardment unit of two operating squadrons.
Officers 21
NCO's (pilots) 9
NCO's (mechanics) 58
Conscripts 396

From M/A Argentina.

Report No. 5856.

September 13, 1938.

- 2 -



G-2 Report.

9040.

Aerial Regiment No. 2, (Paraná).

A pursuit unit of two operating squadrons.

Officers	19
NCO's (pilots)	7
NCO's (mechanics)	39
Conscripts	385

Aerial Regiment No. 3, (Mendoza).

A light bombardment or attack unit of two operating squadrons.

Officers	20
NCO's (pilots)	9
NCO's (mechanics)	41
Conscripts	354

Aerial Regiment No. 4, (Villa Mercedes).Planned to organize and use as a storage location for line bombs and for aerial gunnery and live bomb ranges.

Officers	1
NCO's (mechanics)	4
Conscripts	90

In addition to the above, a total of 31 officers are on duty at the War School, Army Technical School, Military College, and on various duties in foreign countries.

All army conscripts are one year.

(c) TRAINING.

The training of the Argentine Army Air Service, until now, has been very poor. The number of fatal accidents with good equipment was so great that, obviously, the fault was poor training of the personnel. It got so bad, even with 1938 American planes, that the Minister of War was responsive to the suggestion that with American-made equipment it would be a good idea to have American instructors. So, on July 1, 1938, the following-named officers of the U.S. Army Air Service arrived as an Air Mission to instruct Argentine Army Air Service officers:

Major John K. Cannon,
 " James M. Gillespie,
 Captain Cornelius W. Cousland,
 " Elwood R. Quesada,
 " Milton M. Towner,
 " John T. Murtha, Jr.,
 Lieutenant Millard L. Haskin,
 " John L. Nedwed.

The above Mission has already achieved success in the short two and one-half months of service. In addition to classes which it has already started, it is collaborating with the local officials in reorganizing the Argentine Air Service along modern lines, patterned somewhat after the U.S. Army Air Corps.

At present, normal training activities consist mainly of

CONFIDENTIAL

- 4 -

AIR MAIL

G-2 Report.

9040.

local flying in the vicinity of El Palomar Air Base - individual, formation, and acrobatics; for little has been done in navigation, bombing, and gunnery, or air service tactics. This latter group of instruction is now being planned for the coming year.

Pilots average approximately 150 flying hours per year.

(f) TECHNICAL MATTERS.

See report 5456, I.G. 9040.

(g) OPERATIONS.

A war doctrine and combat theory are things of the future - to be established after reorganization of the fundamental training.

(h) LIGHTER THAN AIR.

No lighter than air activities exist.

(i) WAR USE OF COMMERCIAL PLANES.

In addition to the personnel and equipment of the Regular Army, a considerable air potential exists in the 100 Reserve Pilots and about 90 commercial and privately-owned planes (miscellaneous types) available for emergency use. There is no contemplated plan for the conversion of civilian planes to combat planes. A civilian pilot automatically becomes a reserve officer (army or navy) upon receiving his flying license. Recently 12 Focke Wulf planes built in the army factory at Córdoba were turned over to the Direction of Civil Aeronautics.

Attached: M.I.D.-O.N.I. Forms A,B,C,D,E, & G.
Plan of El Palomar Air Base.

Source: Official documents,
Personal contacts.

Lester Baker

Lester Baker, Col. Inf.,
Military Attaché.

Original & 1 set of Forms airmailed Sept. 17th.
5 copies & confirmation Forms by steamer Sept. 17th.

G-2 Report

1 Enc.
2076-100
1927
5400
DEPARTMENT

ARGENTINA (Economic)

Subject: Airways;

(a) Air Routes.

RECEIVED G/2 W. O. DEC 8 1927

No air routes have been developed and charted except a very short one, Cordoba to Villa Dolores. This was done by a civilian Company operated from that center a couple of years ago.

The Government is doing very little development work owing to lack of funds. The project carrying \$3,780,000 m/n failed to be considered by Congress.

No private enterprise is engaged in air route projects. The Compania Argentina Aeropostal has been organized, but as stated elsewhere no work nor have any announcements of plans been made.

C. Richardson
From: H.A. Argentina. Report No. 3841. Nov. 4th, 1927

ARGENTINA (Economic)

Subject: Airways.

(b) Flying Fields.

The best aviation field in Argentina is Palomar, located about 15 miles from Buenos Aires on the Buenos Aires Pacific Railroad Line. The field itself is 2000 by 2000 meters well drained though only about 20 m. above mean low water.

This is the principal flying field of the Argentine Army. Here is the Pilot School, Observer's School, Garrison of the 1st Observation Squadron, Photo Section, testing laboratories etc. This field is comparatively high, well drained and landings can be made any time of the year. Storage space exists for 50 planes in addition to reserve supplies. Excellent shops where complete repairs to planes and motors can be made with employees in the shops numbering about 250 civilians. Considerable part of these shops will soon go to the New Army Airplane factory being located near Cordoba.

At Parana is stationed the 3rd Observation Group and here the field is about the same size with storage space for 20 planes in addition to a small amount of reserve supplies. The shops there are capable of making very minor repairs. These two fields are the best that exist. However even at Palomar the United States Aviators on their South American tour could not take off with full load of gas because it was too rough. It was necessary to land in the Port to refuel.

C. T. Sullivan
From: M.A. Argentina. Report No. 3841.

November 4th, 1927

ARGENTINA (Economic)

Subject: Airways.

(c) Landing Fields.

Landing Fields in Argentina as shown on chart attached is simply ground that has been set aside for that purpose. Generally the ground is very low and flat with few obstacles and during dry weather landings can be made at most anywhere in the provinces of the central and southern part of the country.

Many of these places acting as landing fields especially to the North are very rough and take off could not be made with much of a load. In very wet weather the serviceability of all these fields are affected and some are dangerous to use.

The following explanatory notes on maps are given:

Aerodromes:

Moron is the Headquarters of Civil Aviation in Argentina which is a branch of the Army Aeronautical Service. This field has a hanger which has a capacity of 10 planes. It is situated next to the Army Flying Field at "El Palomar". The personnel permanently assigned to this field is one pilot and one mechanic. Repair work can be done at "El Palomar". The size of the field is 800 by 700 and is 22 meters above sea level. Longer axis is East of North.

Rosario, Cordoba, Mendoza, Tucuman, Santiago del Estero and Bahia Blanca have fields which can hold four planes each. One pilot and one mechanic are permanently assigned to each of these fields.

All of the above fields in addition to being landing fields are also to a limited extent schools. All of the planes assigned to Civil Aviation are located at these fields. Civilian Pilots are trained by instructors from the Army at these fields under the direction of the Department of Civil Aviation.

The other fields marked with a solid circle have small galvanized iron hangers capable of holding one or two planes but have no personnel.

All of the above fields are at least 400 by 500 meters in dimension. Generally speaking the country is very flat where the fields are located with few obstacles and are well adapted for landing fields.

Fields marked with a triangle are used for landing purposes only. They have no hangers nor any personnel assigned.

Fields marked with a circle have been donated but practically no use has been made of them and it is said that most of them are not well adapted for landing fields.

From: *C. A. Whitcomb* M.A. Argentina. Report No. 3841. November 4th, 1927

G-2 Report

5400

ARGENTINA (Economic)

Subject: Airways.

(c) Landing Fields. (Cont'd).

There are no established air routes between these fields nor are there any projected ones at present. The only exception is that of a small air route between the city of Cordoba and Villa Dolores.

No exploratory or development work is being done in connection with the establishment of landing fields due to lack of funds. Should the Civil Aviation project receive congressional approval next year then some activity will be expected.

From: *[Signature]* M.A. Argentina.

Report No. 3841

November 4th, 1927

ARGENTINA (Economic)

Subject: Airways.

(d) Meteorological Service.

The only meteorological Service organization in the interest of Air navigation are four small stations - two in the Army and two in the Navy at their training stations. A project to put this service on an efficient basis is included in the one asking for \$3,780,000 m/n appropriation from Congress.

There is no developments being carried on in this work at present and will not be for at least a year due to lack of funds.

Sources:

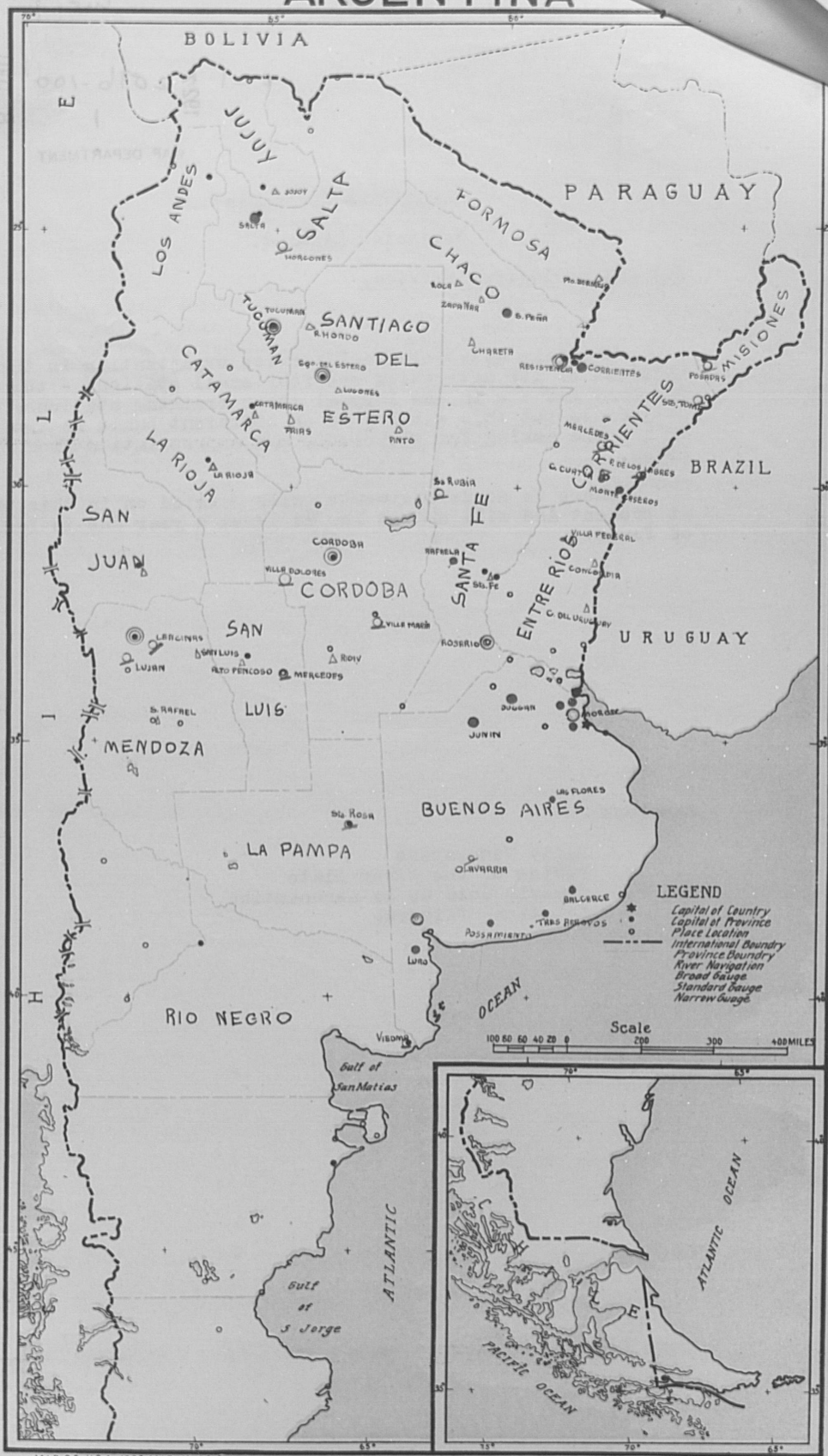
Daily Newspapers
Review of the River Plate
Anuario Guia de la Aeronautica
Aviation Officers.


From: L.A. Argentina.

Report No. 3841

November 4th, 1927

ARGENTINA



G-2 Report

OFFICE OF CHIEF OF STAFF
MIL. INTELL. DIV.

4-1 2076-100 1929
JAN 2 5400
DEPARTMENT

ARGENTINA (Economic)

Subject: Airways

(a) Air Routes.

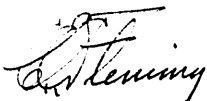
RECEIVED G-2 M.I.D. JAN 6 1930

Commercial Aviation has made rapid progress in Argentina during the past year and a half. There is attached a map showing the air lines existing in Argentina and those projected at the present time which will be inaugurated in the course of the next month.

The Cia General Aeropostal and the Aeroposta Argentina are subsidiaries of the Latecoere Company which is a French concern.

The Trimotor Safety Airways (an American concern) will inaugurate a line to Mar del Plata from Buenos Aires, shortly.

The Panamerican Grace Air Line is also an American concern.


From: M.A. Argentina

Report No. 4078

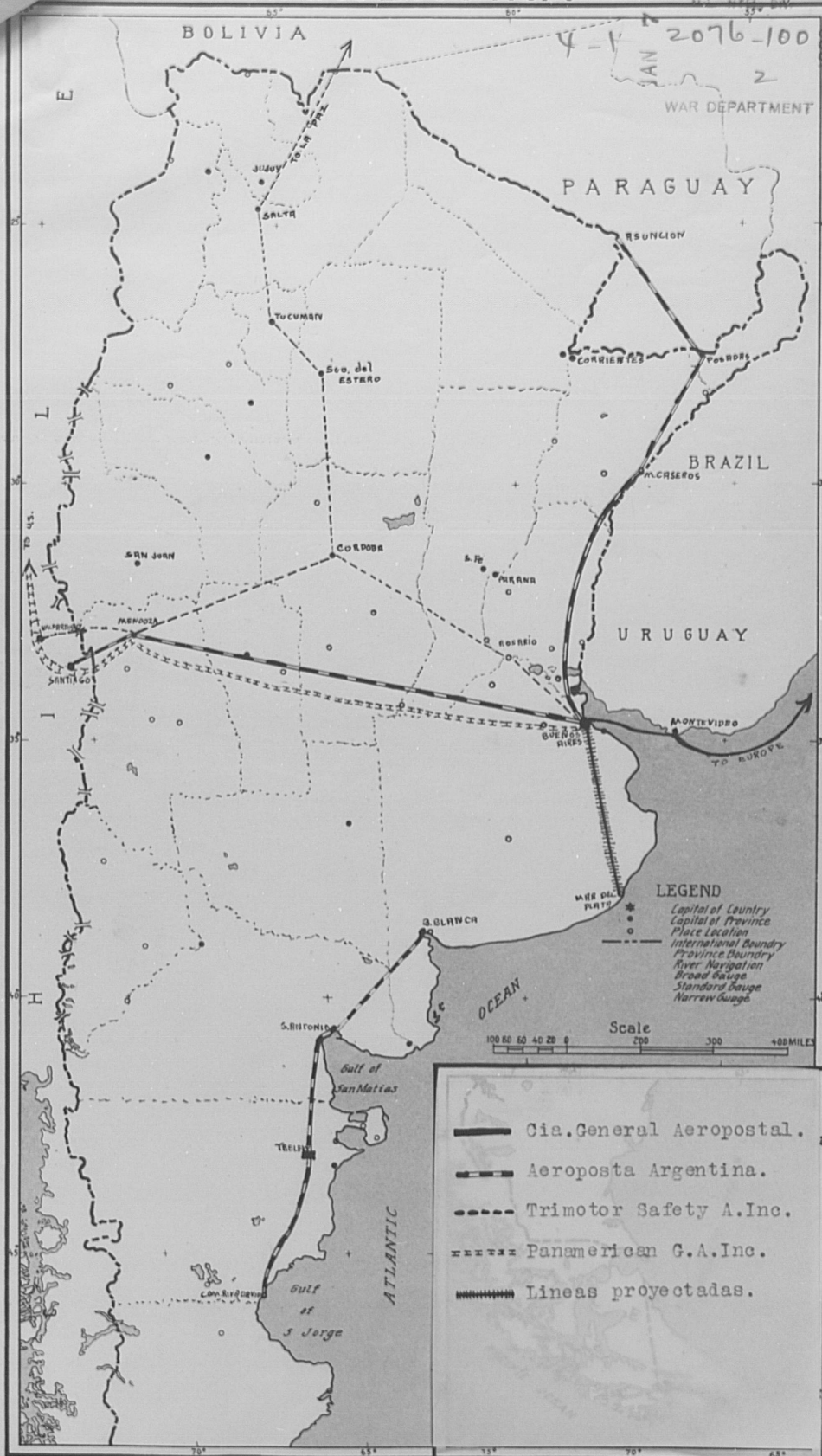
December 11, 1929

ARGENTINA

OFFICE CHIEF OF STAFF

4-1 2076-100

WAR DEPARTMENT



MID. G.S. U.S.A., 1926. MAP. NO. 124-

Report No. 5078

FOR OFFICIAL USE
ONLY

G-2 Report

ARGENTINA (Economic)

Subject: Airways

(c) Landing fields

RECEIVED S/2 W. I. MAY 13 1933

Argentina
225.5-33-4000

Attached herewith is duplicate of map previously forwarded under subject heading "Air routes", Report No. 4664, which in turn shows all landing fields in Argentina, both military and civil.

In addition, a description is submitted of each field individually.

encl.
1 map
31 Reports of landing fields

Fredrick O. Sharp
Capt GSMA
From H.A. Argentina Report No. 4667 April 11, 1933

FOR OFFICIAL USE
ONLY

G-2 Report

5400

ARGENTINA (Economic)

Subject: Airways

(c) Landing Fields

CITY: Bahia Blanca
STATE: Province of Buenos Aires

NAME OF FIELD: Aeroposta Argentina
CLASS: Commercial
OWNER OR OPERATOR: Aeroposta Argentina, Avda. Roque
Saenz Peña 530, Buenos Aires

POSITION: Lat: 38° 43' 2 South, Long: 62° 16' 1 West, Alt.
above sea level: 63 feet.
Distance and direction from city: 3 miles from
Bahia Blanca City, South.

DESCRIPTION: Size: 1,930 x 1,320 feet,
Shape: Square
Surface: Grass, Gradient: Level,
Drainage: Natural.
Direction of landing strips or runways: All
field is used.

OBSTRUCTIONS: None, surrounding ground is level.

MARKING: Wind Cone,
No other marking

LIGHTING: Flood lights for landing,
No other lighting.

ACCOMMODATIONS: Personnel for servicing and maintenance:
Mechanical service only.
Landing fee: None
Storage rates: No
Hangars: 1 Corrugated hangar, four small
planes.
Repair facilities: Mechanical shop.
Specification fuel and oil: Stanavo.
Guard for protection of property: Night
watch.
Quarters for visiting airmen: None.
Meals: No.
Transportation to city: Motor Cars.
First Aid: Yes
Airship mooring mast: No.

COMMUNICATIONS: Telephone and Telegraph only, no radio call
letters, weather reports, maps, etc.

METEOROLOGICAL CONDITIONS: Prevailing winds (Summer): North
and North-West, (Winter):
North and N. West
Heaviest winds: South
No fog or ice.

GENERAL REMARKS: This field is at present being used by
the Aeroposta Argentina, S.A.

From M.A. Argentina Report No. 4667 April 11, 1933

Frederick D. P.
Capt G.S.M.D.

FOR OFFICIAL USE
ONLY

G-2 Report

5400

ARGENTINA (Economic)

Subject: Airways

(c) Landing Fields

CITY: Bahia Blanca
STATE: Province of Buenos Aires

NAME OF FIELD: Aerodromo Bahia Blanca
CLASS: Municipal, Emergency
OWNER OR OPERATOR: Vda. de Luis Cambaceres, Bahia Blanca.

POSITION: Lat: 38°43'2" South, Long: 62°16'1" West, Alt: above
sea level 63 feet.
Distance and direction from city: 2½ miles from
Bahia Blanca city, North West.

DESCRIPTION: Size: 3280 x 4264 feet
Shape: Rectangular
Surface: Sandy, Gradient: Level, Drainage:
Natural.
Direction of landing strips or runways: All
field is used.

OBSTRUCTIONS: Trees on the East side. There is no marking
of the obstruction.

MARKING: White circle, Wind cone or T.
Name on field or hangar: Aerodromo Bahia Blanca.
No other marking.

LIGHTING: No lighting

ACCOMMODATIONS: Personnel for servicing and maintenance:
One mechanic and assistant
Landing fee: None, Storage rates: \$100.00
Arg. Paper per plane per day.
Hangars: 2 Corrugated iron, capacity six
small planes each.
Repair facilities: Yes
Specification fuel & oil: Stanavo
Guard for protection of property: Day and
night protection.
Quarters for visiting airmen: None
Meals: None
Transportation to city: Street cars
First aid: yes
Airship mooring mast: None

COMMUNICATIONS: Telephone and Telegraph only. No radio,
weather reports, etc.

METEOROLOGICAL CONDITIONS: Prevailing winds (Summer) N.W.
and N. (Winter) N.W. and W.
Heaviest winds: South
Fog: Very little, during Winter
Ice: No.

GENERAL REMARKS: The city of Bahia Blanca is 397 miles
South West of Buenos Aires.

From M.A. Argentina Report No. 4667 April 11, 1933

FOR OFFICIAL USE

ONLY

G-2 Report

5400

ARGENTINA (Economic)

Subject: Airways

(c) Landing fields

CITY: Catamarca
STATE: Province of Catamarca

NAME OF FIELD: Aero Club Catamarca
CLASS: Private, Emergency
OWNER OR OPERATOR: Aero Club Catamarca

POSITION: Lat:28°28'20", Long:65°54'21", Alt.above sea
level: 1746 ft.
Distance and direction from city: 3,000 feet

DESCRIPTION: Shape:Rectangular
Surface:Grass, Gradient:Level, Drainage:Natural.
Direction of landing strips or runways: No
runways are used.

OBSTRUCTIONS: Wire fences, two streams situated North and
South-West, six feet deep
There is no marking of obstructions.

MARKING: Wind cone or T: Yes
No other marking.

LIGHTING: None

ACCOMODATIONS: Personnel for servicing and maintenance: In
the city.
Landing fee: No, Storage rates: No.
Hangars: None at present, but will be con-
structed during year 1933.
Repair facilities: In the city
Specification fuel and oil: Stanavo.
Guard for protection of property:None
Quarters for visiting airmen: In the city.
Meals: In the city.
Transportation to city: Street cars.
First aid: Yes
Airship mooring mast: No.

COMMUNICATIONS: Telephone and Telegraph only. Weather re-
ports can be obtained in the city.

METEOROLOGICAL CONDITIONS: Prevailing winds: (Summer)
North, (Winter) North.
Heaviest winds: North East
Fog: No, Ice: No.

GENERAL REMARKS: Roads very good on account of being so
near to the city.

From M.A.Argentina Report No.4667 April 11,1933

FOR OFFICIAL USE
ONLY

G-2 Report

5400

ARGENTINA (Economic)

Subject: Airways

(c) Landing Fields:

CITY: Castelar
STATE: Province of Buenos Aires

NAME OF FIELD: Centro de Aviación Civil
CLASS: Private
OWNER OR OPERATOR: Club Centro de Aviación Civil,
Buenos Aires.

POSITION: Lat: 34°27'4", Long: 58°37'7", Alt. above sea
level: 100 ft.
Distance and direction from city: 15 miles West
of Buenos Aires City.
Prominent land marks: Railroad to the South.

DESCRIPTION: Surface: Grass, Gradient: Level, Drainage:
Natural.
Direction of landing strips or runways: No
runways are used.

OBSTRUCTIONS: None, surrounding area is opened and level.

MARKING: White circle, Wind cone or T.
No other marking.

LIGHTING: None.

ACCOMMODATIONS: Personnel for servicing and maintenance: Yes.
Landing fee: None, Storage rates: No.
Hangars: Two corrugated iron hangars, 65
x 130 feet.
Repair facilities: Yes.
Specification fuel and oil: Stanavo.
Guard for protection of property: Yes, day
and night.
Quarters for visiting airmen: No.
Meals: Yes.
Transportation to City: Trams, busses &
street cars.
First aid: Yes.
Airship mooring mast: No.

COMMUNICATIONS: Telephone and Telegraph.
Radio: No.
Weather Reports: Yes.
Weather map and display board: No.

METEOROLOGICAL CONDITIONS: Prevailing winds (Summer): North.
(Winter): North.
Heaviest winds: South East.
Fog: Very seldom & only in win-
ter mornings.
Ice: No.

From M.A. Argentina Report No. 4667 April 11, 1933

FOR OFFICIAL USE
ONLY

G-2 Report

5400

ARGENTINA (Economic)

Subject: Airways

(c) Landing fields

CITY: Comodoro Rivadavia
STATE: Gobernacion del Chubut

NAME OF FIELD: Campo de Aviación Kilometro 9
CLASS: Commercial
OWNER OR OPERATOR: Aeroposta Argentina, S.A., Buenos Aires, Argentina.

POSITION: Lat: 45° 51' 3", Long: 67° 31' 0", Alt. above sea level: 165 ft.
Distance and direction from city: Six miles north.

DESCRIPTION: Size: 4,950 x 3,630 feet:
Shape: Triangular.
Surface: Sandy, Gradient: Level, Drainage: Natural.
Direction of landing strips or runways: No runways are used.

OBSTRUCTIONS: Small hills on North-East and South sides.
No marking of obstructions.

MARKING: Wind Cone or T: Yes.
No other marking.

LIGHTING: None.

ACCOMODATIONS: Personnel for servicing & maintenance: Yes.
Landing fee: No. Storage rates: No.
Hangars: One corrugated iron hangar, capacity four planes.
Repair facilities: Yes.
Specification fuel & oil: Stanavo.
Guard for protection of property: Yes. Day and night.
Quarters for visiting airmen: Yes.
Meals: Yes.
Transportation to City: Street cars.
First aid: Yes.
Airship mooring mast: No.

COMMUNICATIONS: Telephone: No. Telegraph: No.
Radio (call letters & frequency) Yes.
Weather reports: Yes.
Weather map & display board: Yes.

METEOROLOGICAL CONDITIONS: Prevailing winds (Summer): South West: (Winter) South.
Heaviest winds: South
Fog: Very seldom & only during winter.
Ice: Yes.

From M.A. Argentina Report No. 4667 April 11, 1933

FOR OFFICIAL USE
ONLY

G-2 Report

5400

ARGENTINA (Economic)

Subject: Airways

(c) Landing Fields

CITY: Cordoba
STATE: Province of Cordoba.

NAME OF FIELD: Aero Club Cordoba
CLASS: Emergency.
OWNER OR OPERATOR: Aero Club Cordoba.

POSITION: Lat:31°25'3" South, Long:64°12'1" West, Alt.
above sea level: 1,320 feet.
Distance and direction from city: 2½ miles
South West of Cordoba City.

DESCRIPTION: Size: 1,980x 2,640 ft., Shape: Rectangular,
surface: Grass, Gradient: Sloping,
Drainage: Natural.
Direction of landing strips or runways: All
field is used.

OBSTRUCTIONS: High tension wires on East side of field
(surrounding country rolling)
Marking of obstructions (day and night):
Red lights during night.

MARKING: White circle: Yes, Wind cone or T: yes.
(No other marking).

LIGHTING: No.

ACCOMMODATIONS: Personnel for servicing & maintenance: Yes
(six men).
Landing fee: No, Storage rates: \$2.00 Arg.
paper per day.
Hangars: One corrugated iron hangar capa-
city six planes.
Repair facilities: Yes.
Specification fuel & oil: Stanavo.
Guard for protection of property (day): yes.
Quarters for visiting airmen: No (can
be obtained in Cordoba City)
Meals: No.
Transportation to city: All kinds.
First aid: Yes.
Airship mooring mast: No.

COMMUNICATIONS: Telephone & Telegraph only.

METEOROLOGICAL CONDITIONS: Prevailing winds (Summer):
North, (Winter) South.
Heaviest winds: North
Fog: During August only up
to 8 O'clock a.m.
Ice: No.

GENERAL REMARKS: There is a very good road leading from
Cordoba City to the field, very good
quarters & meals can be obtained in the
city.

From M.A.Argentina Report No.4667 April 11,1933

FOR OFFICIAL USE
ONLY

G-2 Report

5400

ARGENTINA (Economic)

Subject : Airways

(c) Landing fields

CITY: Cordoba
STATE: Province of Cordoba.

NAME OF FIELD: Fabrica Militar de Aviones
CLASS: Government
OWNER OR OPERATOR: Government

POSITION: Lat: 31°29'3" South, Long: 64°12'1" West, Alt.
above sea level: 1,320 feet.
Distance & direction from city: Six miles
North-west from Cordoba City.

DESCRIPTION: Size: 3,300 x 3,300 ft, Shape: Rectangular.
Surface: Grass, Gradient: Level, Drainage:
Natural.
Direction of landing strips or runways:
None (all field is used).

OBSTRUCTIONS: Three houses on East side of field.
marking of obstructions (day & Night): Yes.

MARKING: White circle: Yes, Wind cone or T: Yes.
Name on field or hangar: Fabrica Militar de
Aviones.
No other marking.

LIGHTING: Boundary lights: Yes.
Approach lights: Yes.
Flood lights for landing: Yes.
(No other lighting).

ACCOMMODATIONS: Personnel for servicing & Maintenance:
Troops.
Landing fee: No, Storage rates: No.
Hangars: 4 - 8 plane concrete hangar
Repair facilities: Yes.
Specification fuel & Oil: Stanavo.
Guard for protection of property (Day): Yes.
(Night): Yes.
Quarters for visiting airmen: Yes.
Meals: Yes.
Transportation to city: Bus & Street Cars.
First aid: Yes.
Airship mooring mast: No.

COMMUNICATIONS: Telephone: Yes, Telegraph: Yes.
Radio: Yes, Weather Reports: Yes.
Weather map & display board: Yes.

METEOROLOGICAL CONDITIONS: Prevailing winds (Summer):
South West, (Winter): South
Heaviest winds: South.
Fog: Very little in Winter.

GENERAL REMARKS: The main object of this field is to try
out military machines which are built in the Govern-
ment's plant near the field. Special permits must be
obtained before landing on this military field.

From R.A. Argentina Report No. 4667 April 11, 1933

FOR OFFICIAL USE
ONLY

G-2 Report

5400

ARGENTINA (Economic)

Subject: Airways

(c) Landing Fields

CITY: El Palomar

STATE: Province of Buenos Aires

NAME OF FIELD: El Palomar

CLASS: Government

OWNER OR OPERATOR: Argentine War Department.

POSITION: Lat: 34°40'3.. Long: 58°35'W., Alt. above sea level:
76 ft.

Distance & direction from city: 17 miles north-
west of Buenos Aires.

Prominent land marks: Railroad track on one side
& macadam road on the other.

DESCRIPTION: Size: 6,183 x 4,923 ft., Surface: Grass,
Gradient: Rolling, Drainage: Natural.
Direction of landing strips or runways: No
runways are used.

OBSTRUCTIONS: Railway building & telephone lines to the
north.
Marking of obstructions (day and night): Red
lights.

MARKING: White circle: Yes, Wind cone or T: Both.
Other marking: Red and white strips over hangars.

LIGHTING: Beacon: Yes.
Boundary lights: Yes.
Approach lights: Yes.
Floodlights for landing: Yes.
Other lighting: Red lights on hangars and radio
towers.

ACCOMMODATIONS: Personnel for servicing and maintenance:
Yes, troops.
Hangars: Ten concrete hangars, six measure
82 x 98 ft. and four 98 x 164 ft. by 16
ft. high.
Repair facilities: Yes.
Specification fuel and oil: Stanavo.
Guard for protection of property (day
and night) : Yes.
Quarters for visiting airmen: Yes.
Meals: Yes.
Transportation to city: Buses, trams and
street cars, etc.
First aid: Yes.
Airship mooring mast: No.

COMMUNICATIONS: Telephone: Yes, Telegraph: Yes.
Radio: Yes.
Weather reports: Yes.
Weather map and display board: Yes.

From M.A. Argentina

Report No. 4667

April 11, 1933

G-2 Report

5400

ARGENTINA (Economic)

Subject: Airways

(c) Landing Fields

CITY: El Palomar
STATE: Province of Buenos Aires

NAME OF FIELD: El Palomar

METEOROLOGICAL CONDITIONS: Prevailing winds (Summer): North,
(Winter): North.
prevailing winds: South-east.
Fog: Only during winter months
and not after 9 a.m.
Ice: No.

GENERAL REMARKS: This field is only open to civil planes
on a special permit which should be re-
quested from the Military Bureau of Aero-
nautics.

FOR OFFICIAL USE
ONLY

G-2 Report

5400

ARGENTINA (Economic)

Subject: Airways

(c) Landing Fields

CITY: General Pacheco
STATE: Province of Buenos Aires

NAME OF FIELD: General Pacheco
CLASS: Commercial
OWNER OR OPERATOR: Compagnie Generale Aeropostale,
Buenos Aires.

POSITION: Lat. 34°27'4".....Long. 58°37'7".
Alt. above sea level: 19ft.
Distance and direction from city: 3½ miles north-
west of San Fernando, and 18 miles from Buenos
Aires.
PROMINENT LAND MARKS: Asphalt road to Buenos
Aires on west side of field.

DESCRIPTION: Size: 4,275 x 4,950 ft., Shape: rectangular
Surface: Grass, Gradient: Level, Drainage:
Natural, Direction of landing strips or
runways: No runways are used.

OBSTRUCTIONS: Radio antennae north-east of Airport; tele-
phone wires on side of main road.
Marking of obstructions (day and night):
Red lights at night.

MARKING: White circle: Yes.....And cone or T: Both.
No other marking.

LIGHTING: Boundary lights: Yes, Approach lights: Yes.
Flood lights for landing: Yes,
Other lighting: Red light on top of hangars.

ACCOMMODATIONS: Personnel for servicing and maintenance:
yes, full service.
Hangars: Three corrugated iron hangars,
231 x 132 ft.
Repair facilities: Yes.
Specification fuel and oil: Stanavo.
Guard for protection of property: Yes, day
and night.
quarters for visiting airmen: Yes.
Meals: Yes.
Transportation to City: Street cars.
First aid: Yes.
Airship mooring mast: No.

COMMUNICATIONS: Telephone: Yes, Telegraph: Yes.
Radio: Yes,
Weather reports: Yes,
Weather map and display board: Yes.

From M.A. Argentina Report No. 4667 April 11, 1933

FOR OFFICIAL USE
ONLY

G-2 Report

5400

ARGENTINA (Economic)

Subject: Airways

(c) Landing Fields

CITY: General Pacheco
STATE: Province of Buenos Aires

NAME OF FIELD: General Pacheco

METEOROLOGICAL CONDITIONS: Prevailing winds (Summer):
North-Northeast, (Winter) North-
northeast.
Heaviest winds: South-east.
Fog: only during winter months
and not after 9 a.m.
Ice: No.

GENERAL REMARKS: This field is owned and operated by the
French Airway Company, Compagnie Generale
Aeropostale.

From M.A. Argentina

Report No. 4667

April 11, 1933

FOR OFFICIAL USE
ONLY

G-2 Report

5400

ARGENTINA (Economic)

Subject: Airways

(c) Landing Fields

CITY: Junin
STATE: Province of Buenos Aires

NAME OF FIELD: Aero Club Junin
CLASS: Government (Emergency)
OWNER OR OPERATOR: Antonio Andnola, Junin, Argentina.

POSITION: Lat: 34°35'1", Long: 60°57'3", Alt. above sea level:
396 ft.,
Distance and direction from city: 2½ miles east
from Junin.

DESCRIPTION: Size: 1300 x 2300 ft., Shape: Triangular,
Surface: sandy, Gradient: level, Drainage: Natural
No landing strips or runways.

MARKING: Wind cone.
Name of Field or Hanger: Escuela de Aviacion Civil
y Militar.
No other marking.

ACCOMMODATIONS: None.
Specification fuel & Oil: "Stanavo" - in the
city.
Guard for protection of property: Yes, day
and night.
Transportation to city: street cars.

COMMUNICATIONS: None.

METEOROLOGICAL CONDITIONS: Prevailing winds (Summer): south-
east, (Winter) south.
Heaviest winds: south.
No fog or ice.

FOR OFFICIAL USE
ONLY

G-2 Report

5400

ARGENTINA (Economic)

Subject: Airways

(c) Landing Fields

CITY: Las Flores
STATE: Province of Buenos Aires

NAME OF FIELD: Las Flores
CLASS: Private (Emergency)
OWNER OR OPERATOR: Aero Club Las Flores

POSITION: Lat:36°0'9", Long:59°6'1", Alt.above sea level:
100 ft.
Distance & direction from city: Near railway
station, 1/4 mile south-east of city.

DESCRIPTION: Size:500 x 400 meters, Shape: Rectangular.
Surface: grass, Gradient: level, Drainage:
Natural.
There are no landing strips or runways.

OBSTRUCTIONS: None

MARKING: None

LIGHTING: No.

ACCOMMODATIONS: Personnel for servicing and maintenance:
2 men.
Landing fee: No, Storage rates:\$200.00 Arg.
paper per day.
Hangars: One small corrugated iron hangar
capacity 2 small planes.
Repair facilities: No.
Specification fuel and oil: Stanavo.
Guard for protection of property: Yes, day
and night.
quarters for visiting airmen: No.
Meals: No.
Transportation to city: street cars.
First aid: No.
Airship mooring mast: No.

COMMUNICATIONS: Telegraph only.

METEOROLOGICAL CONDITIONS: Prevailing winds (Summer):
North, (Winter) North.
Heaviest winds: North
Fog: very little in winter.
Ice: No.

From M.A.Argentina Report No.4667 April 11,1933

FOR OFFICIAL USE
ONLY

G-2 Report

5400

ARGENTINA (Economic)

Subject: Airways

(c) Landing Fields

CITY: Mendoza

STATE: Province of Mendoza

NAME OF FIELD: Cuarto Grupo de Observación

CLASS: Government

OWNER OR OPERATOR: Argentine Military Aviation.

POSITION: Lat: 32°51'1, Long: 68°50'1, Alt. above sea level,
2800 ft.

Distance and direction from city: 2½ miles
north of Mendoza.

Prominent land marks: Mountains on east side.

DESCRIPTION: Size: 4000 x 4500 ft., Shape: Rectangular.
Surface: soddy, Gradient: slight, Drainage:
Natural.
No runways.

OBSTRUCTIONS: Hangars, Power House and Repair Shop on
north side of field.

Marking of obstructions (day and night):
Red lights.

MARKING: White circle: Yes, Wind cone or T: Yes,
Name on Field or Hangar: Mendoza name painted on
Petroleum tanks, red and white strips on
buildings in field.

LIGHTING: Approach lights and flood lights for landing.

ACCOMMODATIONS: Personnel for servicing and maintenance:
100 soldiers.

Hangars: two corrugated iron hangars, capa-
city 14 small planes each.

Repair facilities: Yes.

Specification fuel and oil: Stanavo.

Guard for protection of property: Yes, day
and night.

Quarters for visiting airmen: Yes.

Meals: Yes.

Transportation to City: Street Cars.

First aid: Yes.

Airship mooring mast: No.

COMMUNICATIONS: Telephone: Yes, Telegraph No.

Radio: Yes, Weather reports, Yes.

Weather map and display board: Yes.

METEOROLOGICAL CONDITIONS: Prevailing winds (Summer) North,
(Winter) North-west,
Heaviest winds: South
Fog: No.
Ice: Very little.

GENERAL REMARKS: This field can only be used by military
planes. Civil planes can land on civil field opposite
this one.

From M.A. Argentina

Report No. 4667

April 11, 1933

FOR OFFICIAL USE
ONLY

G-2 Report

5400

ARGENTINA (Economic)

Subject: Airways

(c) Landing Fields

CITY: Mendoza
STATE: Mendoza

NAME OF FIELD: Los Tamarindos
CLASS: Commercial
OWNER OR OPERATOR: Aero Club Mendoza, Mendoza.

POSITION: Lat: 32°51'1" South, Long: 68°50'1" West,
Alt. above sea level: 2800 ft.
Distance and direction from city: 2½ miles
north of Mendoza.
PERMANENT LAND MARKS: Military Hangars on east
side.

DESCRIPTION: Size: 5,197 ft. W to E, 3,300 ft. N to S.,
Shape: Rectangular, Surface: Soddy,
Gradient: Slight E to W., Drainage: Natural.
(No landing strips or runways).

OBSTRUCTIONS: Mountains towards the east.

MARKING: White circle: Yes, Wind cone or T: Yes.
Other marking: Mendoza painted on petroleum tanks
and distant to field an arrow pointing north,
54 ft. high visible 150 miles.

LIGHTING: Beacon: Yes, Approach lights: Yes, Floodlights
for landing: Yes.

ACCOMMODATIONS: Personnel for servicing and maintenance:
full service.
Hangars: Two corrugated iron hangars 52
x 115 feet.
Repair facilities: mechanical service.
Specification fuel and oil: Stanavo.
Guard for protection of property: Yes, day
and night.
Quarters for visiting airmen: No.
Meals: No.
Transportation to City: Street cars
First aid: Yes
Airship mooring mast: No.

COMMUNICATIONS: Telephone: Yes, Telegraph: No.
Radio: Yes, Weather reports: Yes.
Weather map and display board: No.

METEOROLOGICAL CONDITIONS: Prevailing winds (Summer) North;
(Winter) north-west,
Heaviest winds: South
Fog: No, Ice: very little

GENERAL REMARKS: This field is also used by the Lanagra
and Aeropostale Companies. Opposite to this field on
East side is situated the Argentine Army field.

From M.A. Argentina Report No. 4667 April 11, 1933

FOR OFFICIAL USE
ONLY

G-2 Report

5400

ARGENTINA (Economic)

Subject: Airways

(C) Landing Fields

CITY: Monte Caseros
STATE: Province of Corrientes

NAME OF FIELD: Monte Caseros
CLASS: Municipal
OWNER OR OPERATOR: Municipality of Monte Caseros

LOCATION: Lat: 30°15'1, Long: 57°37'8, Alt. above sea level, 610 ft., Distance and direction from city: 1 mile from city of Monte Caseros (South) Prominent land marks: Surrounding country level, cemetery 2000 ft. towards south-east.

DESCRIPTION: Size: 870 x 720 meters, Shape: Rectangular, Surface: Clay, Gradient: to the east, Drainage: natural Direction of landing strips or runways: No runways are used.

OBSTRUCTIONS: Alcohol distillery plant 254 ft. from field

MARKING: Wind cone or T: Yes
(No other marking)

LIGHTING: None

ACCOMMODATIONS: Personnel for servicing and maintenance: 5 men, Landing fee: No, Storage rates: \$200.00 Arg. paper per day. Hangars: 1 corrugated iron hangar capacity 2 small planes Repair facilities: Yes, Specification fuel and oil: Stanavo, Guard for protection of property: Yes, day and night. Quarters for visiting airmen: No. Meals: No. Transportation to City: street cars First aid: Yes. Airship mooring mast: No.

COMMUNICATIONS: Radio only.

METEOROLOGICAL CONDITIONS: Prevailing winds (Summer) east: (Winter) east, Heaviest winds: south-east Fog: Very little in winter.

GENERAL REMARKS: This field was originally built by the Municipality for use of the Aeroposta Argentina on their route from Buenos Aires to Asunción, now suspended.

From M.A. Argentina Report No. 4667 April 11, 1933

FOR OFFICIAL USE
ONLY

G-2 Report

5400

ARGENTINA (Economic)

Subject: Airways

(C) Landing Fields

CITY: Parana
STATE: Province of Entre Rios

NAME OF FIELD: Base Aerea Militar de Parana
CLASS: Government, Military.
OWNER OR OPERATOR: Argentine Army.

POSITION: Lat:32°, Long 61°, Alt.above sea level: 210 ft.
Distance and direction from city:1 mile southeast.

DESCRIPTION: Size:4,900 x 3,300 ft., Shape: Rectangular,
Surface: Grass, Gradient:East & West,
Drainage: Natural. (No runways are used).

OBSTRUCTIONS: Wire fence round field, and to the north,
antenna and buildings.
Marking of obstructions: Red lights at night.

MARKING: White circle: Yes, Wind cone or T: Yes.

LIGHTING: Approach lights and Floodlights for landing.

ACCOMMODATIONS: Personnel for servicing and maintenance:
100 soldiers
Hangars: Three corrugated iron hangars,
capacity seven pursuit planes each.
Repair facilities: Yes.
Specification fuel and oil: Stanavo.
Guard for protection of property: Yes, day
and night.
Quarters for visiting airmen: Yes.
Meals: Yes.
Transportation to City: Street cars and buses.
First aid: Yes.
Airship mooring mast: No.

COMMUNICATIONS: Telephone: Yes, Telegraph: Yes,
Radio: Yes, Weather reports: Yes,
Weather map and display board: Yes.

METEOROLOGICAL CONDITIONS: Prevailing winds (Summer) South,
(Winter) North,
Heaviest winds: East and West.
Fog: During May and not after
9 a.m.
Ice: No.

GENERAL REMARKS: This is a military field, and a permit is
necessary before landing on same.

From M.A.Argentina Report No.4667 April 11,1933

FOR OFFICIAL USE
ONLY

G-2 Report

5400

ARGENTINA (Economic)

Subject: Airways

(c) Landing Fields

CITY: Posadas
STATE: Misiones

NAME OF FIELD: Campo de Torres

CLASS: Commercial
OWNER OR OPERATOR: Aeroposta Argentina, S.A. Buenos Aires.

POSITION: Lat: 27°21'00", Long: 55°53'18", Alt. above sea level, 360 ft.
Distance and direction from city: 5 miles to the south-east.

DESCRIPTION: Size: 3,300 x 2,100 ft. Shape: Rectangular.
Surface: Hard Clay, Gradient: Level,
Drainage: Natural, Direction of landing strips or runways: 3 - 180 ft. wide x 3,300 ft. long and 1 - 180 x 2,100 ft.

OBSTRUCTIONS: Wire fence round field and buildings on south-west.

MARKING: White circle: Yes, Wind cone or T: Yes.
Other marking: Roof of hangar painted red.

LIGHTING: No.

ACCOMMODATIONS: Personnel for servicing and maintenance: Yes.
Landing fee: None, Storage rates: \$200.00 Arg. paper per day.
Hangars: One corrugated iron hangar 50 x 60 ft.
Repair facilities: Yes.
Specification fuel and oil: Stonavo.
Guard for protection of property: Yes, day and night.
Quarters for visiting airmen: No.
Meals: No.
Transportation to City: Street cars:
First aid: Yes.
Airship mooring mast: No.

COMMUNICATIONS: Telephone and Telegraph only.

METEOROLOGICAL CONDITIONS: Prevailing winds (Summer) North:
(Winter) East.
Heaviest winds: East from 7^{a.m.} to 1 p.m.
Fog: In winter until 9 a.m.
Ice: No.

From M.A. Argentina Report No. 4667 April 11, 1933

FOR OFFICIAL USE
ONLY

G-2 Report

5400

ARGENTINA (Economic)

Subject: Airways

(c) Landing Fields

CITY: Presidente Roque Saenz Peña
STATE: Chaco.

NAME OF FIELD: Aero Club Chaco (Sec. Saenz Peña)
CLASS: Private
OWNER OR OPERATOR: Aero Club Chaco.

POSITION: Lat: 27°27', Long: 58°59', Alt. above sea level:
572 ft.

Distance and direction from city: One mile east
of city.

DESCRIPTION: Size: 1,980 x 1,980 ft., Shape: Square,
Surface: Plain grass, Gradient: Very slight,
Drainage: Natural,
Direction of landing strips or runways: All
field is used.

OBSTRUCTIONS: None

MARKING: Wind cone or T: Wind cone.
Name on field or hangar: Painted with white and
red strips.
No other marking.

LIGHTING: None.

ACCOMMODATIONS: Personnel for servicing and maintenance:
two mechanics
Landing fee: No, Storage rates: \$200.00
Arg. paper per day.
Hangars: 1 corrugated iron hangar, capacity
two small planes.
Repair facilities: No.
Specification fuel and oil: Stanavo.
Guard for protection of property: Yes, day
and night.
Quarters for visiting airmen: No.
Meals: No.
Transportation to city: Motor car.
First aid: Yes.
Airship mooring mast: No.

COMMUNICATIONS: No.

METEOROLOGICAL CONDITIONS: Prevailing winds (Summer):
North, (Winter) North.
Heaviest winds: North.
No fog or ice.

From M.A. Argentina Report No. 4667 April 11, 1933

FOR OFFICIAL USE

ONLY

G-2 Report

5400

ARGENTINA (Economic)

Subject: Airways

(c) Landing Fields

CITY: Puerto Belgrano

STATE: Province of Buenos Aires

NAME OF FIELD: Estación Aeronaval Puerto Belgrano

CLASS: Government

OWNER OR OPERATOR: Argentine Naval Aviation.

POSITION: Lat: 38°53' South, Long: 62°06' West, Alt.

above sea level 33 feet.

Distance and direction from city: ½ mile from Punta Alta City.

Prominent land marks: Two chimneys almost together, three petroleum tanks painted in lead, two radio antennas near the port.

DESCRIPTION: Size: 2,300 x 2,600 ft., Shape: Square, Surface: Grass, Gradient: Level, Drainage: Natural.

OBSTRUCTIONS: To the north, eucalyptus trees 32 ft. high, to the east, telephone line and trees, to the south, telephone line, trees and buildings 32 ft. high, to the west, trees, buildings and antennae, to the northwest, buildings 100 ft. high.

Marking of obstructions: All the above are marked with red lights.

MARKING: White circle: Yes, Wind cone or T: Yes.

Name on field or hangar: No., Name on roof in city: No.

Other marking: Argentine Flag painted.

LIGHTING: Beacon: Yes, Code beacon, No.

Boundary lights: Yes, Approach lights: Yes.

Flood lights for landing: Yes.

ACCOMMODATIONS: Personnel for servicing and maintenance:

Full service.

Hangars: Four seven place hangars, corrugated iron.

Repair facilities: Full service.

Specification fuel and oil: Stanavo.

Guard for protection of property: Yes, day and night.

Quarters for visiting airmen: Yes, Club House.

Meals: Yes

Transportation to city: Buses and streetcars.

First aid: Yes.

Airship mooring mast: No.

COMMUNICATIONS: Telephone: Yes, Telegraph: Yes,

Radio: Yes, Weather reports: Yes.

Weather map and display board: Yes.

From M.A. Argentina Report No. 4667 April 11, 1933.

FOR OFFICIAL USE
ONLY

G-2 Report

5400

ARGENTINA (Economic)

Subject: Airways

(c) Landing Fields

CITY: Puerto Belgrano
STATE: Province of Buenos Aires.

NAME OF FIELD: Estacion Aeronaval Puerto Belgrano.

METEOROLOGICAL CONDITIONS: Prevailing winds (Summer) North-
west. (Winter) North.
Heaviest winds: North-west.
Fog: Very little in winter
Ice: Yes.

GENERAL REMARKS: This field is also used as a seaplane
base, having the accommodations for that,
and a permit from the Argentine Naval
authorities is necessary before landing.

From M.A.Argentina

Report No.4667

April 11,1933.

FOR OFFICIAL USE
ONLY

G-2 Report

5400

ARGENTINA (Economic)

Subject: Airways

(c) Landing Fields

CITY: Rafaela
STATE: Province of Santa Fe.

NAME OF FIELD: Rafaela Aero Club
CLASS: Private
OWNER OR OPERATOR: Aero Club Rafaela

POSITION: Lat: 31°15'0", Long: 61°28'9", Alt. above sea
level 116 ft.
Distance and direction from city: Two miles
north-west.
Prominent land marks: Railway on east side.

DESCRIPTION: Size: 2,300 x 2,600 ft., Shape: Rectangular,
Surface: Soddy, Gradient: Slight, Drainage:
Natural.
Direction of landing strips or runways: All
field is used.

OBSTRUCTIONS: None.

MARKING: White circle: Yes, Wind cone or T: Yes.
(No other marking).

LIGHTING: No.

ACCOMMODATIONS: Personnel for servicing and maintenance:
None.
Landing Fee: No., Storage rates: No.
Hangars: 1 corrugated iron, capacity 4
small planes.
Repair facilities: No.
Specification fuel and oil: Stanavo.
Guard for protection of property: Yes, day
and night.
Quarters for visiting airmen: No.
Meals: No.
Transportation to city: Street cars.
First aid: Yes.
Airship mooring mast: No.

COMMUNICATIONS: None.

METEOROLOGICAL CONDITIONS: Prevailing winds (Summer) North:
(Winter) North.
Heaviest winds: North-west.
Fog: Very little in winter.
Ice: No.

GENERAL REMARKS: This field is at present abandoned as the
local Aero Club has no funds to maintain airplanes.

From M.A. Argentina Report No. 4667 April 11, 1933

FOR OFFICIAL USE
ONLY

G-2 Report

5400

ARGENTINA (Economic)

Subject: Airways

(c) Landing Fields

CITY: Resistencia
STATE: Chaco.

NAME OF FIELD: Aero Club Resistencia
CLASS: Government
OWNER OR OPERATOR: Aero Club Resistencia, Resistencia, Argentina.

POSITION: Lat: 27° 27', Long: 58° 59' 6", Alt. above sea level: 160 ft.
Distance and direction from city: 1/4 mile southwest.

DESCRIPTION: Size: 1,650 x 1,950 ft., Shape: Rectangular.
Surface: Grass, Gradient: Level,
Drainage: Natural.
(No runways are used).

OBSTRUCTIONS: Wire fence round field and hangar, and small house on south-west side.

MARKING: Wind cone or T: Yes.
Other marking: Hangar roof painted white and red.

LIGHTING: No.

ACCOMMODATIONS: Personnel for servicing and maintenance: Yes.
Landing fee: No, Storage rates: \$200.00 Arg. paper per day.
Hangars: One corrugated iron hangar, capacity three small planes.
Repair facilities: Yes.
Specification fuel and oil: Stanavo.
Guard for protection of property: Yes, day and night.
Quarters for visiting airmen: No.
Meals: No.
Transportation to city: Street cars.
First aid: Yes.
Airship mooring mast: No.

COMMUNICATIONS: None

METEOROLOGICAL CONDITIONS: Prevailing winds (Summer): North,
(Winter) North-East,
Heaviest winds: North,
Fog: Very little in winter
Ice: No.

From M.A. Argentina Report No. 4667 April 11, 1933.

FOR OFFICIAL USE
ONLY

G-2 Report

5400

ARGENTINA (Economic)

Subject: Airways

(c) Landing Fields

CITY: Rosario
STATE: Province of Santa Fé.

NAME OF FIELD: Fisherton
CLASS: Private
OWNER OR OPERATOR: Aero Club Rosario, Rosario.

POSITION: Lat: 33°0', South, Long: 50°30' West, Alt. above
sea level 105 ft.
Distance and direction from city: 1½ miles from
Fisherton and five miles east of Rosario.
Prominent land marks: Railway line East to West.

DESCRIPTION: Size: 1,950 x 2,295 ft., Shape: Oblong.
Surface: Clay, Gradient: slight, Drainage:
Natural.
(No landing strips or runways).

OBSTRUCTIONS: None.

MARKING: White circle: Yes, Wind cone or T: Yes.
Name on field or hangar: Rosario.
(No other marking).

LIGHTING: No.

ACCOMMODATIONS: Personnel for servicing and maintenance: Yes.
Landing fee: No, Storage rates: \$200.00
Arg. paper per day.
Hangars: Two hangars (corrugated iron) for
six planes each.
Repair facilities: mechanical service
Specification fuel and oil: Stanavo.
Guard for protection of property: Yes, day
and night.
Quarters for visiting airmen: No.
Meals: No.
Transportation to city: Street cars.
First aid: Yes.
Airship mooring mast: No.

COMMUNICATIONS: None.

METEOROLOGICAL CONDITIONS: Prevailing winds (Summer): East-
North-east, (Winter): South.
Heaviest winds: West.
Fog: Yes.
Ice: No.

From R.A. Argentina Report No. 4667

April 11, 1933

FOR OFFICIAL USE
ONLY

G-2 Report

5400

ARGENTINA (Economic)

Subject: Airways

(c) Landing Fields

CITY: Santiago del Estero
STATE: Santiago del Estero

NAME OF FIELD: Huicao Mondo
CLASS: Commercial
OWNER OR OPERATOR: Aero Club Santiago del Estero

POSITION: Lat: 27°43' South, Long: 64°23' West.
Distance and direction from city: 2 miles southwest

DESCRIPTION: Size: 1,968 x 2,300 ft., Shape: Rectangular
Surface: Clay, Gradient: Level, Drainage:
Natural.
(No runways are used).

OBSTRUCTIONS: None.

MARKING: White circle: Yes, Wind cone or T: Yes.
(No other marking).

LIGHTING: No.

ACCOMMODATIONS: Personnel for servicing and maintenance: Yes.
Hangars: Galvanized iron hangar for 12 planes.
Repair facilities: mechanical service
Specification fuel and oil: Stanavo.
Guard for protection of property: Yes, day
and night.
Quarters for visiting airmen: No.
Meals: No.
Transportation to city: street cars.
First aid: Yes.
Airship mooring mast: No.

COMMUNICATIONS: No.

METEOROLOGICAL CONDITIONS: Prevailing winds (Summer) West.
(Winter) North.
Heaviest winds: North
No fog or ice.

From M.A. Argentina Report No. 4667 April 11, 1933

FOR OFFICIAL USE
ONLY

G-2 Report

5400

ARGENTINA (Economic)

Subject: Airways

(c) Landing Fields

CITY: San Fernando
STATE: Province of Buenos Aires.

NAME OF FIELD: Curtiss Aerodrome
CLASS: Private, Commercial
OWNER OR OPERATOR: J. Honor - Curtiss Representative, Buenos Aires.

POSITION: Lat: 34°26' South, Long: 58°30' West, Alt. above sea level: 19 ft.
Distance and direction from city: ½ mile south from San Fernando

DESCRIPTION: Size: 1,260 x 1,650 ft., Shape: Square, surface: Grass, Gradient: level, Drainage: Natural.
(No landing strips or runways).

OBSTRUCTIONS: Telephone wires to the west and south.

MARKING: White circle: Yes, Wind cone or T: Wind cone.
(No other marking).

LIGHTING: No.

ACCOMMODATIONS: Personnel for servicing and maintenance: fourteen men
Landing fee: No., Storage: Yes.
Hangars: One corrugated iron hangar 122 x 62 ft.
Repair facilities: Yes.
Specification fuel and oil: Yes.
Guard for protection of property: Yes, day and night.
quarters for visiting airmen: In the city.
Meals: In the city.
Transportation to city: Motor car.
First aid: Yes.
Airship mooring mast: No.

COMMUNICATIONS: Telephone: Yes, Telegraph: in the city.
Radio: No., Weather reports: Yes.
Weather map and display board: Yes.

METEOROLOGICAL CONDITIONS: Prevailing winds (Summer) South-east, (Winter) South.
Heaviest winds: South
Fog: Occasional fogs in winter.

From M.A. Argentina

Report No. 4667

April 11, 1933

FOR OFFICIAL USE
ONLY

G-2 Report

5400

ARGENTINA (Economic)

Subject: Airways

(c) Landing Fields

CITY: San Juan
STATE: San Juan

NAME OF FIELD: El Marquesado
CLASS: Emergency.
OWNER OR OPERATOR: Government.

POSITION: Lat: 31°31'5", Long: 68°37'2", Alt. above sea level:
2640 ft.
Distance and direction from city: 9 miles from
Marquesado west
Prominent land marks: River San Juan on east side.

DESCRIPTION: Size 1600 x 1600 ft., Shape: Rectangular.
Surface: Grass, Gradient: good and level,
Drainage: Natural.
(No landing strips or runways used).

OBSTRUCTIONS: Telephone wires on west side.

MARKING: White circle: Yes, Wind cone or T: wind cone.
(No other marking)

LIGHTING: No.

ACCOMMODATIONS: Personnel for servicing and maintenance: None.
Hangars: 1 small corrugated iron hangar for
two planes.
Repair facilities: No.
Specification fuel and oil: Stanavo.
Guard for protection of property: Yes, day
and night.
Quarters for visiting airmen: No.
Meals: No.
Transportation to City: street cars.
First aid: Yes.
Airship mooring mast: No.

COMMUNICATIONS: No.

METEOROLOGICAL CONDITIONS: Prevailing winds (Summer): south,
(Winter) South.
Heaviest winds: North
No fog or ice.

From M.A. Argentina

Report No. 4667

April 11, 1933.

FOR OFFICIAL USE
ONLY

G-2 Report

5400

ARGENTINA (Economic)

Subject: Airways

(c) Landing Fields

CITY: San Julian
STATE: Santa Cruz

NAME OF FIELD: Aeropuerto San Julian
CLASS: Commercial
OWNER OR OPERATOR: Aeroposta Argentina, S.A.

POSITION: Alt. above sea level: 15 meters.
Distance and direction from city: 200 meters west
of San Julian City.
Prominent land marks: Small blocks of wood painted
red all around field.

DESCRIPTION: Size: 650 x 750 meters, Shape: Quadrangular
Surface: Grass, Gradient: Level, Drainage:
Natural.
Direction of landing strips or runways: all
field is used.

MARKING: Wind cone or T: Yes.
(No other marking)

LIGHTING: No.

ACCOMMODATIONS: Personnel for servicing and maintenance:
One mechanic.
Hangars: None.
Repair facilities: Temporary
Specification fuel and oil: Stanavo.
Guard for protection of property: Yes, day
and night.
Quarters for visiting airmen: No.
Meals: No.
Transportation to city: Street Cars.
First aid: Yes
Airship mooring mast: No.

COMMUNICATIONS: No.

METEOROLOGICAL CONDITIONS: Prevailing winds (Summer) South.
(Winter) South West
Heaviest winds: South
Fog: No, Ice: Yes.

GENERAL REMARKS: This field is being used by the Aeroposta
Argentina, S.A., only to take on passengers, mail and
fuel.

FOR OFFICIAL USE
ONLY

G-2 Report

5400

ARGENTINA (Economic)

Subject: Airways

(c) Landing fields

CITY: 6 de Septiembre 1930
STATE: Buenos Aires

NAME OF FIELD: Presidente Bernardino Rivadavia
CLASS: Government
OWNER OR OPERATOR: Direccion General de Aeronautica
Civil, Buenos Aires.

POSITION: Lat:34°38'9, Long:58°37'4, Alt.above sea level:
72 ft.
Distance and direction from city: 1½ miles south-
east of 6 de Septiembre and 13 miles from
Buenos Aires.

DESCRIPTION: Size:2625 x 3282 ft., Shape: Rectangular
Surface: Grass (very good) Gradient: Level,
Drainage: Natural.
(No runways are used).

OBSTRUCTIONS: Telephone wires at end of the field on the
Western side.

MARKING: White circle: Yes, Wind cone or T: Yes.
Name on Field or Hangar: Aerodromo Presidente
Rivadavia.
Other marking: Panagra and Aero Club Argentino.

LIGHTING: No.

ACCOMODATIONS: Personnel for servicing and maintenance:
14 men
Landing fee: No., Storage rates:\$100.00 Arg.
paper per day.
Hangars: 4 corrugated iron hangars, 1 -
63 x 47 ft., 1 - 63 x 63 ft., 1 - 50 x
60 ft., 1 - 100 x 70 ft.
Repair facilities: Yes.
Specification fuel and oil: Stanavo.
Guard for protection of property: Yes, day
and night.
Quarters for visiting airmen: No.
Meals: No.
Transportation to City: motor-car
First aid: Yes.

COMMUNICATIONS: Telephone: Yes.
(No other communications).

METEOROLOGICAL CONDITIONS: Prevailing winds: (Summer)(Winter)
constant change generally light.
Heaviest winds: Southeast and
southwest.
Fog: Occasional in winter.
Ice: No.

From M.A.Argentina

Report No.4667

April 11,1933

FOR OFFICIAL USE
ONLY

G-2 Report

5400

ARGENTINA (Economic)

Subject: Airways

(c) Landing Fields

CITY: Trelew
STATE: Chubut

NAME OF FIELD: Aero Plaza Trelew
CLASS: Permanent
OWNER OR OPERATOR: The Port Madryn Argentine, Ltd.

POSITION: Lat: 43°14'9", Long: 65°18'6", Alt. above sea
level: 1,650 ft.
Distance and direction from city: One mile from
Trelew North-west.

DESCRIPTION: Size: 3,300 x 3,300 ft., Shape: Rectangular
Surface: Sandy, Gradient: Level, Drainage:
Natural.
Direction of landing strips or runways: All
field is used.

OBSTRUCTIONS: Two telegraph towers on south-west of field.

MARKING: Wind cone only.

LIGHTING: No.

ACCOMMODATIONS: Personnel for servicing and maintenance:
four men.
Hangars: One corrugated iron hangar, three
plane capacity.
Repair facilities: Yes.
Specification fuel and oil: Stanavo.
Guard for protection of property: Yes, day
and night.
Quarters for visiting airmen: No.
Meals: No.
Transportation to city: Motorcar
First aid: Yes.
Airship mooring mast: No.

COMMUNICATIONS: No.

METEOROLOGICAL CONDITIONS: Prevailing winds (Summer) South
& south-west (Winter) South and
south-west.
Heaviest winds: South
Fog: No. Ice: Yes.

GENERAL REMARKS: This field is actually being used by the
Aeropostal Line to Punta Arenas (Chubut).

From M.A. Argentina

Report No. 4667

April 11, 1933

FOR OFFICIAL USE
ONLY

G-2 Report

5400

ARGENTINA (Economic)

Subject: Airways

(c) Landing Fields

CITY: Tres Arroyos
STATE: Province of Buenos Aires

NAME OF FIELD: Aerodrome Tres Arroyos
CLASS: Government
OWNER OR OPERATOR: Provincial Government

POSITION: Lat: 38°28', Long: 60°15', Alt. above sea level:
353 ft.
Distance and direction from city: One mile south-
west of city.

DESCRIPTION: Size: 2,800 x 2,600 ft., Shape: Square.
Surface: Grass, Gradient: Level, Drainage:
Natural.
Direction of landing strips or runways: All
field is used.

OBSTRUCTIONS: Wire fence round field.

MARKING: Wind cone or T: Yes.

LIGHTING: No.

ACCOMMODATIONS: Personnel for servicing and maintenance:
On special request.
Hangers: 1 corrugated iron hangar, capacity
one plane.
Repair facilities: No.
Specification fuel and oil: Stanavo.
Guard for protection of property: Yes, day
and night.
Quarters for visiting airmen: No.
Meals: No.
Transportation to city: Street cars
First aid: Yes.
Airship mooring mast: No.

COMMUNICATIONS: No.

METEOROLOGICAL CONDITIONS: Prevailing winds (Summer) South:
(Winter) South-west.
Heaviest winds: South
No fog or ice.

GENERAL REMARKS: Good road from city to field. This field
is kept for emergency landings only.

FOR OFFICIAL USE
ONLY

G-2 Report

5400

ARGENTINA (Economic)

Subject: Airways

(c) Landing Fields

CITY: Tucuman

STATE: province of Tucuman

NAME OF FIELD: Teniente Benjamin Matienzo

CLASS: Government

OWNER OR OPERATOR: Aero Club Tucuman

POSITION: Lat: 26°50'1" South, Long: 65°12'3" West, Alt.
above sea level: 1,396 ft.

Distance and direction from city: Two miles south
west from city.

Prominent land marks: None.

DESCRIPTION: Size: 1,312 x 2,296 ft., Shape: Rectangular.
Surface: Clay, Gradient: Level, Drainage:
Natural.

Direction of landing strips or runways:
Three runways surrounded by race track.

OBSTRUCTIONS: To the north natural park with ten meter high
line trees, to the south, football field land,
and to the east, wire fences.

MARKING: White circle: Yes, Wind cone or T: wind cone.
Name on field or hangar: Aerodromo Teniente
Benjamin Matienzo.
(No other marking).

LIGHTING: No.

ACCOMMODATIONS: Personnel for servicing and maintenance:
One mechanic and three assistants
Landing fee: No, Storage rates: \$200.00 Arg.
paper per day.
Hangars: Three corrugated iron hangars, capa-
city two planes each.
Repair facilities: Yes.
Specification fuel and oil: Stenavo.
Guard for protection of property: Yes, day
and night.
quarters for visiting airmen: No.
Meals: No.
Transportation to city: Bus and street-cars.
First aid: Yes.
Airship mooring mast: No.

COMMUNICATIONS: Telegraph: in the city.
(No other communication).

METEOROLOGICAL CONDITIONS: Prevailing winds (Summer) North-
west (Winter) South.
Heaviest winds: North-west
Fog: In winter during the
morning.
Ice: No.

From M.A. Argentina

Report No. 4667

April 11, 1933

FOR OFFICIAL USE
ONLY

G-2 Report

5400

ARGENTINA (Economic)

Subject: Airways

(c) Landing Fields

CITY: Veronica
STATE: Province of Buenos Aires

NAME OF FIELD: Base Aeronaval Punta Indio
CLASS: Government
OWNER OR OPERATOR: Argentine Naval Aviation Dept.

POSITION: Lat: 35°28' South, Long: 57°20' West, Alt. above
sea level: 10 ft.
Distance and direction from city: Five miles
S.W. of Veronica City.

DESCRIPTION: Size: 7,220 x 5,250 ft., Shape: Square
Surface: Grass, Gradient: Level, Drainage:
Natural.
(No landing strips or runways).

OBSTRUCTIONS: Radio towers 100 ft. high near east side.
Marking of obstructions: Red flags during
day and red lights during night.

MARKING: White circle: Yes, Wind cone or T: Both.
(No other marking).

LIGHTING: Boundary lights, Approach lights and floodlights
for landing.

ACCOMMODATIONS: Personnel for servicing and maintenance:
300 Sailors.
Hangars: 8-9 plane corrugated iron hangars.
Repair facilities: Yes, complete service.
Specification fuel and oil: Yes.
Guard for protection of property: Yes, day
and night).
Quarters for visiting airmen: Club House.
Meals: yes.
Transportation to city: Decauville Cars.
First aid: Yes.
Airship mooring mast: No.

COMMUNICATIONS: Telephone: Yes, Telegraph: Yes.
Weather reports: Yes, Weather map and dis-
play board: Yes.

METEOROLOGICAL CONDITIONS: Prevailing winds (Summer) North:
(Winter) North
Heaviest winds: South-east.
Fog: Very little, no ice.

GENERAL REMARKS: This field is operated and owned by the
Argentine Naval Aviation Dept., from whom permits must be
requested before landing, except when absolutely neces-
sary through engine trouble, etc.

From M.A. Argentina Report No. 4667 April 11, 1933

FOR OFFICIAL USE
ONLY

G-2 Report

5400

ARGENTINA (Economic)

Subject: Airways

(c) Landing Fields

CITY: Villa Mercedes
STATE: San Luis

NAME OF FIELD: Aerodromo Villa Mercedes
CLASS: Government
OWNER OR OPERATOR: Argentine Army.

POSITION: Lat: 34°, Long 65°, Alt. above sea level: 178 ft.
Distance and direction from city: 5 miles north-
west.
Prominent land marks: River on south-west side.

DESCRIPTION: Size: 3000 x 3000 ft., Shape: Rectangular.
Surface: soddy, Gradient: Level, Drainage:
Natural.
(No landing strips or runways are used).

OBSTRUCTIONS: Trees on east side.

MARKING: White circle: Yes, Wind cone or T: Yes.
No other marking.

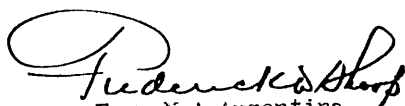
LIGHTING: No.

ACCOMMODATIONS: Personnel for servicing and maintenance:
2 mechanics
Hangars: None.
Repair facilities: yes.
Specification fuel and oil: Stanapo.
Guard for protection of property: Yes, day
and night.
Quarters for visiting airmen: No.
Meals: No.
Transportation to city: street cabs.
First aid: Yes.
Airship mooring mast: No.

COMMUNICATIONS: Telephone: Yes, Telegraph: In the city.
Radio: Yes, Weather reports: Yes.
Weather map and display board: Yes.

METEOROLOGICAL CONDITIONS: Prevailing winds (Summer): south,
(Winter) south-east,
Heaviest winds: south
No fog or ice.

GENERAL REMARKS: This field is available to all civil
planes and is being used at present by the Panagra com-
pany for fuelling their planes between Buenos Aires and
Mendoza.


From M.A. Argentina
Capt. GSMA

Report No. 4667

April 11, 1933

FOR OFFICIAL USE

G-2 Report

6-1
OCT 24 1935
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
2076-102
8010 8
WAR DEPARTMENT

ARGENTINA - Aviation - Government - General.

Subject: Air Laws and Regulations

Regulations regarding Flying, Landing and Alighting throughout the territory of the Republic and its jurisdictional waters.

RECEIVED 8/2 W. B. OCT 22 1935

The following is a free translation of the Argentine regulations governing aerial navigation over Argentine territory:

"Federal Capital, September 4, 1925."

"Regulations with reference to aerial traffic make it necessary to exercise national sovereignty, with the exclusion of any foreign country, over the space of air within its frontiers and jurisdictional waters:

In order duly to fulfil customs, sanitary and other laws and regulations, to establish the system to be observed by airships flying over the territory or landing or alighting therein:

To establish the conditions in which foreign military and naval aircraft may exceptionally land or alight in the territory of the Republic or fly over it,

The President of the Argentine Nation

Decrees:

Article 1. - The flying, landing and alighting of airships (planes, hydroplanes, dirigibles, balloons, etc), throughout the territory of the Republic and its jurisdictional waters, are subject to the provisions established in the present Decree.

Article 2. - Airships at present in the country and those which may be subsequently introduced, or for a minimum period of four months, are considered as pertaining to the national matriculation and their owners are required to enter them in the register in the Office of the Aeronautical Service of the Army, in the case of planes, dirigibles or balloons, and in the Bureau of Naval Aeronautic Service in the case of hydroplanes and amphibians.

The mere fact that they pertain to the national matriculation annuls any previous matriculation in a foreign country, and matriculation in another country of airships pertaining to the national matriculation, will be recognized solely when they leave the country owing to their having been transferred to persons or entities residing abroad.

The nationality of airships for legal purposes is that of the country wherein they are matriculated.

National airships in active service are required to carry the distinctive mark and matriculation certificate, a navigation license and a log book (tourist planes are exempt from this last requisite), according to regulations to be issued on the subject.

From : M.A.Argentina

Report No.5195

Date:September 23,1935.

C-3 Report

G-2 Report

8010

Article 3. - No foreign military or civil airship, conducted or manned by personnel pertaining to a military institution or to any branch of the administration of a foreign country, may land or alight within the frontiers of the country or within Argentine jurisdictional waters, or fly over them, without previous authorization granted by the Executive Power (Ministry of War or Marine, as the case may be), permission having been first requested through diplomatic channels. Should permission be granted, the personnel of the airship must carry all the pertinent documents and in good order; the airship will strictly fulfil the requirements which may be established.

Article 4. - No foreign civil airship, that is, one belonging to private persons, sport, or other institutions, or commercial enterprises, piloted or manned exclusively by persons foreign to all branches or departments of a foreign State, may land, alight or fly over the national territory or its jurisdictional waters without previous authorization granted by the Executive Power (Ministry of War or of Marine, as the case may be); should this be granted, it must fulfil all the stipulations which may be established and the personnel thereof must have the required documents in good order.

Article 5. - Airships pertaining to countries with which special aerial navigation agreements are established are excepted from the provisions of Articles 3 and 4, and will be governed by the regulations contained in the agreements in force.

Article 6. - In granting the authorization to which reference is made in articles 3 and 4, or when national airships leave or enter the country, the following points will be fixed:

- a) Route to be followed by the airship in entering, flying over and leaving the national territory.
- b) Customs airdrome or landing or alighting place and take-off (eventually).
- c) Time granted to remain in or outside of the country (eventually).

Article 7. - The authorities who may grant an airship authority to enter or leave the country, will notify - with the necessary anticipation - the pertinent customs, sanitary and military authorities, that they may each exercise the proper control.

Article 8. - In the case of any airship which upon entering or leaving the country is required to make a forced landing or alight outside of the customs airdrome or landing or alighting places which may have been indicated, the pilot and the crew will be responsible for the exit of personnel, freight, mail, documents and accessories from the airship.

In such cases, the pilot will immediately notify the nearest authorities, before whose arrival, requested by him, no one will be authorized to modify the situation or the state of the airship and its cargo.

Article 9. - No airship may fly over cities and important centers, at an altitude below that which in case of motor trouble may permit it to reach a place favorable for landing or alighting.

It is equally prohibited that airships perform acrobatics over cities and groups of buildings, or fly low over places where public meetings and demonstrations are held, and, in particular, over race tracks.

Article 10. - Airships pertaining to international commercial aviation, may carry passengers, merchandise and mail between countries, in accordance

From: M.A.Argentina

Report No.5195

Date: September 23, 1935.

G-2 Report

8010

with the regulations to be established in each case, excluding internal traffic within national territory, which is reserved for airships of national matriculation.

The Executive Power may grant provisional licenses to enterprises engaged in international services of transit in the country, for the transportation of persons and merchandise within the limits of the itinerary over Argentine territory, as long as no analogous service is established over the same itinerary by airships of national matriculation.

Such airships will carry the nominal list of passengers, showing their profession and nationality, the custom house manifest of merchandise and in general all documents required by regulations in force.

Article 11. - All airships flying over national territory or jurisdictional waters are prohibited from:

- a) Carrying on board photographic apparatus of any kind, carrier-pigeons, explosives, poisoning gases, arms and ammunition (except with special permission granted by the Ministries of War or Marine, as the case may be).
- b) Dropping from the airplane, in flight, any object susceptible of causing damage or inconvenience, with the exception of fine sand or water.

Article 12. - In the international voyages of airships (national or foreign), both at the time of departure as well as that of arrival, the customs, sanitary, police or military authorities, as the case may be, must in every case inspect the airships inside and outside and verify the compliance with the regulations.

Article 13. - Airships, passengers and crew, flying over national territory and its jurisdictional waters, no matter what their status is, are subject to all the juridical laws in force in the Argentine Republic. Accordingly, they come under the customs, sanitary and police regulations.

Article 14. - When an airship violates any of the provisions of the present decree, the airship and its personnel as well as any other person directly or indirectly involved, will be detained by the police, customs or military authorities, as the case may be, and these authorities will make the necessary investigations (if possible within twenty-four hours).

If by reason of the violation of these Regulations several authorities are simultaneously called upon to intervene, the immediate application of the sanctions indicated below will be effected through the decision of the authorities in the order indicated as follows: Military, customs, sanitary, police.

Pilots having violated the regulations will be immediately deprived of their license to fly as well as of the airship matriculation, a notice of which will be immediately communicated by cable to the Office of the Aeronautic Service of the Army or the Bureau of Naval Aeronautics, as the case may be; the antecedents and conclusions reached in the course of the investigation will likewise be transmitted to these authorities together with the matriculation register of the airship.

Once they are acquainted with all the facts of the case, the Office or the Bureau mentioned above will - if necessary - definitively decide the situation of the pilot and the airship.

If the violation while flying is duly established, the military or civil authorities will use all forceful methods at their disposal to compel the airship to land or alight immediately, after making previous preventive signals which may be decreed.

From: M.A.Argentina

Report No.5195

Date:September 23,1935.

Article 15. - The State is not responsible for damages suffered by the aeronautical material as a result of its being in detention due to violations of the present Regulations."

"REGULATING AERIAL NAVIGATION OVER THE TERRITORY OF
THE REPUBLIC. - Approved:

Buenos Aires, July 30, 1926. - Having considered the present dossier (M.G.,S. 2366/925), in which the Office of Aeronautical Service of the Army submits a project regulating Decree of September 4, 1925 (B.M.2020, 2nd Part), and taking into account the report of the Inspector General of the Army and of the Customs Aeronautic Service, as well as the decision of the Judge Advocate of War and Marine,

THE PRESIDENT OF THE ARGENTINE NATION DECREES:

Article 1. - The enclosed project Regulating the Decree of September 4, 1925, relative to aerial navigation over the territory of the Republic, is approved.

Article 2. - The Ministry of War shall proceed to print these regulations, in as many copies as it may deem necessary, in accordance with the Decree of May 16, 1926 (D.N. 1735, 2nd part).

Article 3. - The present decree shall be signed by the Secretaries of State, in the Ministries of War and Marine."

CHAPTER I

Generalities

Article 1. - For their classification, civil airships are considered to be divided into the following four categories:

- a) State: Civil airships discharging duties of any nature, pertaining directly on the State administration.
- b) Public Transport: First Class, Airships utilized by their owners or duly authorized personnel for the transportation of more than three persons, of mail or merchandise, over any distance, for which remuneration is received; Second Class, airships destined solely for the transportation of passengers (three persons as a maximum, including the pilot), for which remuneration is received by the owners or duly authorized personnel.
- c) Touring: Airships used exclusively by their owners or by duly authorized personnel, for private use or that of guests, excluding all transportation of passengers, mail or merchandise involving any remuneration whatever.
- d) Experimentation or Trial: Airships built in the country or imported therein, with a view to making them known or demonstrating their qualities, excluding all other purposes.

CHAPTER II

Certificates and Licenses for Civil Pilots of Planes or
Hydroplanes of First, Second and Third Class

Article 2. - Licenses for civil pilots of planes or hydroplanes include:

- a) License of third class touring civil pilot for touring planes or hydroplanes (not valid for public transport).
- b) License of first and second class civil pilot for touring planes or hydroplanes for first and second class public transport.

47003 07
G-2 Report
G-3 Report

G-2 Report

8010

Article 3. - Licenses for civil pilots of planes will be granted by the Direction of Aeronautics of the Army; those of civil pilots of hydroplanes will be granted by the chief authorities of the Naval Aeronautics.

Article 4. - The license of civil pilot, tourist class, third class is granted solely for touring flights, without transporting passengers.

The license of civil pilot, second class, for planes or hydroplanes for public transport, authorizes flights carrying passengers solely, whether it be for the sake of touring or for remuneration.

The license of civil pilot, first class, for planes or hydroplanes for public transport, authorizes the rendering of services, as such, on the public transport lines.

Article 5. - In order to obtain any of these licenses, it is necessary for the candidate to fulfill general and particular requisites and to pass the examination specified in articles 14, 15, 16 and 17 before the proper authorities.

The candidate must present:

- a) Proof of the identity of the candidate by legal documents (enrollment register or identity official document).
- b) Good conduct certificate issued by the Police.
- c) Application requesting examination, drawn up on 1 peso stamped paper.
- d) Certificate of physical aptitude (psycho-physiological aptitude in the case of candidates to obtain license of first and second class civil pilots).
- e) Three full faced pictures, 6 x 6 cm., unbound.
- f) Plane to be utilized in the examination and its pertinent apparatus.

Article 6. - Any license or certificate granted to a national or foreign pilot outside of the conditions stipulated in the previous article will not be valid for aerial navigation over Argentine territory, unless it is approved by competent authorities, which, after studying such licenses, will assign the equivalent categories, or will decide that the interested party must qualify his permit by passing an examination in the manner established in articles 14, 15, 16 or 17.

Article 7. - Licenses of airplane pilots (first, second and third class), must be granted yearly by competent authority, after verifying that the pilots maintain their aptitude as such, and that their psycho-physiological conditions continue as required for flying in articles 12 and 13.

Article 8. - The degree of Hydroplane Military Pilot is equivalent to the license for public transport, second class, and that of Military Aviator and Naval Aviator is equal to public transport, first class, provided that the holders of same are able to prove their ability as airplane pilots as well as their physical condition required for service.

Article 9. - No public transport aerial lines may function by utilizing the services of airplane pilots who do not possess a first class certificate and the respective license; neither can such pilots fly any plane whose number of seats, including that of the pilot, exceeds three, without having such a license.

From: M.A. Argentina

Report No. 5195

Date: September 23, 1935.

Article 10. - No person may direct a school of aerial navigation without being authorized by the Direction of Aeronautics of the Army or by the Chief authorities of the Naval Aeronautics, which may only grant the authorization after examination of all the technical conditions, personnel and material, etc. by which the school functions.

Article 11. - It is prohibited to make erasures or amendments of any kind on licenses granted, under penalty of their being withdrawn and of punishment.

Article 12. - Candidates desiring to become civil pilots tourist planes (third class), will be required to take a medical examination, proving the perfect functioning of their circulation, respiratory, vestibular and nervous systems; also normal sight and hearing.

Article 13. - Candidates for (first and second class) civil pilots, public transport airplanes, will be required to take the same psycho-physiological examinations to which military aviators are subject; the medical examination will take place in the Psycho-physiological Laboratory of the Army Aeronautic Service or of the Naval Aeronautic Service, as the case may be.

The annual examination for purposes of validating the license will be made by a military specialist, and will take place every two years in the laboratories mentioned above. In the event that an airplane civil pilot should have an accident or be seriously ill or that his flying should be interrupted for any other reason during more than six months, he will be required to take a new medical examination for the proof of his aptitude in the respective Psycho-physiological Laboratory at any time of the year previous to the re-initiation of his aerial activities.

REQUISITES TO OBTAIN PILOTS' LICENSES

Article 14. - Examinations to obtain airplane civil pilots' licenses will be controlled by a board appointed by the respective authorities, in the case of civil pilots of planes or hydroplanes; this mission may be entrusted to the authorities of officialized civil aeronautic institutions, solely in the case of civil pilots tourist class; these tests must be satisfactorily passed within a maximum term of 15 days.

Should the examination prove unsuccessful, the candidate will not be allowed to take a further examination before three months.

Article 15. - The following will be required in granting licenses for civil pilots tourist class:

Must be 18 years of age as a minimum. Minimum of eight hours' instruction with dual control and three hours' solo flying.

Practical examination: (The candidate must be alone on board the plane and this should be equipped with a barograph functioning correctly.).

a) Test of altitude and volplaning: The candidate will make a flight during which he will remain at an altitude of at least 2000 metres above the point of departure, for an hour at least. The descent will end by volplaning with the motor cut out at an altitude of 1500 metres. Landing will be made without starting the motor and the plane (or hydroplane) must stop within maximum distance of 50 metres from a point previously fixed by the board.

b) Ability test: The candidate will make an uninterrupted flight around two aerial columns or buoys 500 metres apart and will make a series of five circuits forming the figure 8, veering in the contrary direction

From: M.A.Argentina

Report No.5195

Date:September 23,1935.

around the columns or buoys. This flight will be made at an altitude varying between 100 and 200 metres above the surface of the land (or water).

Landings will be made:

- 1) Definitely stopping the motor at the latest when the wheels of the plane make contact with the ground (or pontoons or boat with the water).
- 2) Definitely stopping the plane or hydroplane at a maximum distance of 50 metres from a point previously fixed by the board.

Theoretical examination: The candidate must have thorough knowledge of Decree of September 4, 1925, regulating aerial traffic and must also be acquainted with all the provisions adopted as a complement to that Decree.

Article 16. - The following requisites must be fulfilled in order to obtain licenses for second class civil pilots of public transport planes:

Minimum age: 19 years. The candidate must possess a license of civil pilot, tourist class, at least six months beforehand, and prove that as such he has flown at least ten hours over the country in the last six months.

Practical examination: (The candidate must be alone on board and must be equipped with a barograph in proper working order).

a) Ability tests: The candidate shall perform, as pilot, the operations of emergency and defense which the board may indicate among the following: Take off with side wind and from the rear; landing with wind sideways; landing with wind, steep approach; forced landing through loss of speed; spinning.

In the test with a hydroplane, the pilot shall also show his ability in towing operations, approaching beaches and slopes, and tying up to ships and buoys.

b) Duration test: The candidate must fly as pilot in a close circuit of not less than 100 kms. and not more than 200 kms. with one intermediate landing within a maximum time-limit of 8 hours.

Theoretical Examination:

a) The candidate must prove his thorough knowledge of the Decree of September 4, 1925, regulating air traffic, and of all the provisions which may be established in connection with same.

b) Airship - Functioning of the different parts of the airship - mounting and repairs of the airship.

c) Motor - General knowledge of gasoline motor and functioning of its different parts - Adjustment - Causes of imperfect functioning and means of preventing and regulating same.

d) Theoretical knowledge of air navigation to which reference is made in Article 17. Paragraph: "Theoretical examination", clause d).

Article 17. - In order to grant licenses for civil pilot for airships of public transport, first class, the following will be required:

Minimum age - 21 years. License of civil pilot, second class, at least one year. A minimum of 25 hours flying across the country during the previous year.

From: M.A. Argentina

Report No. 5195

Date: September 23, 1935.

G-2 Report

8010

Practical Examination: (The candidate must be alone on board, and must be equipped with a barograph in proper working order.

a) Duration test: The candidate must fly as pilot in a close circuit of about 200 kms. with two intermediate landings, within a maximum time limit of 8 hours. At the moment of departure, he will receive instructions concerning the route to be followed and will be provided with the necessary chart. The board will decide whether the route has been correctly followed and will exercise the proper control.

b) Night Flying: The candidate will make a night flight of thirty minutes duration at an altitude of 500 mts. over the point of departure. This flight must start at least after sunset or end two hours before sunrise. The completion of this requisite will be compulsory when an airdrome is prepared for this purpose.

Theoretical examination:

a) The candidate must be thoroughly conversant with the decree of September 4, 1925, regulating air traffic, and of all the provisions which may be added in connection with same.

b) Airship - Functioning of the different parts of an airship. Practical mounting, repair and care.

c) Motor - Gasoline motor and functioning of the different parts thereof - General knowledge of its construction, Mounting, adjusting and regulating - Causes of imperfect functioning and stopping of motors. Practical tests of slight repairs.

d) Aeronautical chart and the reading thereof. Orientation by day and by night. Compass, its correction and use. Tracing of a route. General rules for navigation. Drifting, its estimate and its correction, etc. Navigation instruments. Elementary meteorology, especially with regard to the system of winds, fogs, rains and storms.

Article 18. - Licenses, registers and insignias accrediting the capacity of their holders (See annex models Nos.1 and 2) must be granted by the Aeronautic Branch of the Army or Naval Aeronautics, as the case may be.

LICENSE OF CIVIL PILOT OF BALLOONS

Article 19. - The license of civil pilot of balloons recognizes the capacity of the holder thereof to make ascensions and trips with balloons of any dimension with passengers aboard.

In order to obtain this license, the candidate must be at least 22 years of age and must satisfactorily fulfill the requisites indicated in Article 5, clauses a,b,c,d and e; furthermore his balloon must be in good condition to perform the examination.

Article 20. - The license of civil pilot of balloons loses its validity when three years have elapsed since the holder thereof has had at least one hour's flight.

Article 21. - In order to be valid, licenses of civil pilots of balloons must be granted by the Argentine Aero Club with the approval of the Department of Civil Aviation of the Aeronautic Service of the Army.

Article 22. - The examinations in order to obtain the rating of civil pilot are as follows:

From:M.A.Argentina

Report No.5195

Date:September 23,1935.

a) Theoretical examination:1) By day:

Three ascents with an instructor;
One ascension conducting the balloon under the vigilance of
an instructor;
One ascension, alone on board.

2) By night:

One ascension alone on board. This must begin at least two
hours after sunset or end two hours before sunrise.

Each one of these ascensions must last more than two hours.

b) Theoretical examination:

Elemental laws concerning air navigation and meteorology.

General information regarding balloons and their accessories;
Inflating; regulating, directing of an ascension; precautions to be taken
against cold and at great altitudes; rules relative to aerial traffic over
and in the proximity of airdromes; reading of charts and orientation.

Article 23 - The rating as a military balloon pilot entitles him to that
of a civil balloon provided that the holder thereof has not ceased to be
active in military aerostatic service.

LICENSE OF CIVIL PILOT OF DIRIGIBLES

Article 24 - The license of a civil dirigible pilot entitles the holder
thereof to pilot dirigibles carrying passengers in accordance with the
stipulations.

In order to obtain this license the candidate must be at least
22 years of age and must meet the requisites contained in Article 5, clau-
ses a, b, c, d and e, besides having a dirigible in condition required for
use in the examination.

Article 25 - There are three classes of licenses for civil dirigible pilots:

- a) Civil license, first class, entitles him to pilot any dirigible.
- b) Civil license, second class, entitles him to pilot dirigibles not ex-
ceeding 20,000 cubic meters.
- c) Civil license, third class, entitles him to pilot dirigibles not exceed-
ing 6,000 cubic meters.

Article 26 - Every civil dirigible pilot must possess a license as dirigible
pilot.

Article 27 - All officer pilots of military or naval dirigibles are enti-
tled to a third class license.

Article 28 - All officer pilots of military or naval dirigibles having
piloted dirigibles of more than 6,000 cubic meters are entitled to a first
class license.

Article 29 - In the cases mentioned in Article 27 and 28, when pilots have
not flown for more than one year, they must take new examinations as re-
quired for a new license.

Article 30. - When for any reason, two years have elapsed without the holder of a license as civil dirigible pilot having flown for at least one hour as pilot of a dirigible of the corresponding class, his license will automatically expire.

Article 31. - The tests required to obtain licenses as civil dirigible pilots are as follows:

Third Class License of Dirigible Pilot:

a) Practical Examination:

- 1) Twenty certified ascensions in a dirigible (three of these at night), lasting one hour each. In at least four of these ascensions, the candidate must be the sole conductor of the dirigible, under the vigilance of the commander thereof, including the departure and landing, if the duration of the flight has not exceeded four hours; and during at least four hours if the duration of the flight was longer.

- 2) A trip of 100 kms. as a minimum following an itinerary fixed in advance, ending the trip with a landing at night.

This trip must be made with an official inspector on board.

b) Theoretical examination:

Air navigation and meteorology; density of gases; laws of Mariotte and Gay Lussac; barometric pressure; principle of Archimedes and laws of compression of gases; interpretation and use of meteorological information and charts. Physical and chemical properties of light gases and of elements used in the construction of dirigibles.

General theory of dirigibles.

Dynamic properties of bodies displaced in the air.

Use of the compass (Elemental information)

Inflation, regulating; maneuvers; controls and instructions.

Second Class License of Civil Dirigible Pilot:

a) Practical Examination:

The candidate must possess a third class license as civil dirigible pilot; must have been on active duty at least four months in that capacity, as well as having made at least ten ascensions as third class pilot on board a dirigible of more than 6,000 cubic meters. He must have piloted a dirigible (under the vigilance of the commander thereof) during the entire trip, including the departure and landing, if the duration of the flight was not more than four hours, and during at least four hours if it lasted longer.

b) Theoretical examination:

Complete knowledge of the instructions contained in the program to obtain a third class license.

First Class License of Civil Dirigible Pilot:

a) Practical Examination:

The candidate must possess a Second Class License, and must have been on active duty at least two months as Second Class Civil Dirigible

G-2 Report

8010

Pilot; furthermore, he must have made, as Second Class Pilot on a dirigible of more than 20,000 cubic meters, at least five ascensions during which (under the vigilance of the commander of the dirigible) he has piloted alone, during the entire trip, if the duration did not exceed four hours, and during at least four hours if it lasted longer.

Each ascension must have lasted at least one hour, with a minimum total of fifteen hours for the five ascensions.

b) Theoretical examination:

This examination is the same as that in order to obtain a Second Class License.

CHAPTER III

Flying Material - Inscription - Matriculation - Authorization

Article 32. - In order to be utilized, airships must comply with the provisions established in the following articles:

Article 33. - All civil airships built or introduced in the country for experiment, utilization and matriculation, must have the necessary technical authorization which will be granted by the General Board of Aeronautics, in the case of planes, dirigibles and balloons, and the Bureau of Naval Aeronautics, in the case of hydroplanes and amphibians.

Any material purchased, built or repaired for the Division of Civil Aeronautics will be under the technical control of the General Division of Army Aeronautics (Aerotechnical Division) and will be examined at the Military Airplane Factory, unless terms and conditions are in accordance with the regulations.

Article 34. - Airships in transit must leave the country before the time limit of four months has elapsed, as from the date of their arrival after a flight or from their clearance through the customs; once this time limit is passed, they are considered as belonging to the national matriculation and their owners must register them therein, it being prohibited, without this requisite, to utilize them in any way or to take them from the country without a written authorization.

Article 35. - It is prohibited to make fundamental modifications in the aerodynamic conditions of civil airships equipped for flying without a previous authorization from the Aeronautic Branch of the Army (Department of Civil Aviation) or from the Chief Authorities of Naval Aeronautics.

Article 36. - The reconstruction of airships belonging to the national matriculation that have been disabled, or the repairing of those that have been damaged, will be effected by strictly following the original plans of the machines; these will not be permitted to resume flight without a previous inspection and authorization from the respective authorities indicated in the previous article.

Article 37. - To obtain authorization to fly a civil airship, it is necessary for its owner to submit it for examination to the authorities for tests which may be required in accordance with the characteristics of its construction.

Article 38. - Furthermore, the owner of the airship must present the following documents to the authorities indicated in Article 33:

a) Request for matriculation on one peso (\$1 peso national currency) stamped paper.

From: M.A.Argentina

Report No.5195

Date:September 23,1935.

G-2 Report

8010

- b) Specification of the features of the airship
- c) Specification of the propelling system.
- d) 3 photographs 9 x 12 cm., showing the full front, side and 3/4 back views of the airship
- e) Origin, antecedents, numeration and subsequent use of the airship.
- f) Matriculation register of the motor and of the airship.

Article 39. - National civil airships in active service must permanently carry on board their navigation permit and their log book (annex 6). Tourist airships are excluded from this requisite.

Article 40. - The matriculation certificates of civil airships must be issued annually by the Aeronautic Branch of the Army (Department of Civil Aviation) or by the branch of Naval Aeronautics, as the case may be, after it has been duly established that the airships in question offer the necessary security to continue in aerial activities.

Article 41. - The distinctive marks of nationality will be represented by capital letter R and separated from that of matriculation by a dash as long as the space of a letter (See annex 12).

Article 42. - The distinctive mark of matriculation which will be placed after that of nationality, will be represented by a group of four capital letters, the first being A, the second C, for civil planes (G or M, respectively, for those of the Ministries of War or Marine, which the latter may see fit to matriculate). Civil airships matriculated in the Naval Aeronautical Service will carry exclusively as third letter and subsequent ones, the letters T V W X Z and their combinations.

These letters will be underlined on all airships not belonging to the State or not serving in regular public transport services.

Article 43. - The matriculation register and certificate of an airship must contain (annex 5):

- a) Number and matriculation
- b) Date of matriculation
- c) Type of airship
- d) Category
- e) Builder
- f) Serial number
- g) Owner; full name or company
- h) Domicile
- i) Owners' nationality; if it belongs to a company, all the information considered necessary
- j) Airport, airdrome or usual place of stay of the airship.
- k) Signature and seal of the authority granting the certificate.

The transfer of the property of an airship must be made known by the seller and the purchaser within ten days after the transaction takes place to the Division of Aeronautics of the Army or to the Chief Authorities of Naval Aeronautics, in the case of planes or hydroplanes, without which requirement the matriculation register will be withdrawn.

Article 44. - All airships must carry in a visible place on the fuselage a metal plate ten centimetres high and fifteen centimetres wide (model annex 7), on which will be marked the registry marks, the year thereof, full name and residence of the owner.

From: M.A.Argentina

Report No.5195 Date:September 23,1935.

Article 45. - Furthermore, the matriculation register of each airship must contain a description of the airship, indicating the numbers or identity marks given by the builder.

Article 46. - The matriculation marks will be painted in black against a white background and placed as follows (annexes 11, 12 and 13) * (See note at the foot of the page).

a) Planes or hydroplanes: Marks will be painted: Once on the lower side of the lower wings and once on the upper side of the top wings, with the top part of the letters towards the leading edge. They will likewise be painted on both sides of the fuselage between the wings and the elevators. In the case of airships having no fuselage, the marks will be painted on the sides of the cabin.

b) Dirigibles and Balloons: For dirigibles, the marks will be painted as near as possible to the largest diameter and repeated on both sides on the upper surface, at equal distance of those placed on the sides (Annex 13). In the case of balloons, the marks will be painted twice, near the maximum horizontal circumference and as far apart as possible (Annex 11).

Article 47. - The nationality mark (letter R) will be placed:

a) Airships and Dirigibles - On both sides of the surface, either of the fixed tail or of the elevator as well as on the upper fixed tail or of the elevator if the latter is wider. These marks will be repeated on both sides of the rudder or on the outside faces of the outside planes if the machine should have several rudders.

b) Balloons - On the sides of the basket (Annex 11).

Article 48. - The following instructions will be observed for the dimensions of the marks of nationality and matriculation

a) Planes or hydroplanes: The height of the marks on wing and tail surfaces will be four-fifths of their width and as large as possible on the rudder. On the fuselage or cabin, it will be four-fifths of their maximum height, measured in the narrowest part of both.

b) Dirigibles and Balloons. For nationality marks painted on the tail surfaces, the height of the letters will be four-fifths of the width of said surfaces, and on the rudder such marks will be as large as possible. The height of other marks should not be less than one-twelfth of the circumference of the largest cross section of the dirigible.

For balloons, the height of the nationality marks will be four-fifths of the height of the basket and that of other marks will be at least equal to one-twelfth of the circumference of the globe.

c) Generalities: For all airships, the height of nationality and matriculation marks will not exceed 2.50 metres.

Article 49. - The following instructions will be observed with regard to dimensions, type of letters, etc:

a) The width of the letters will be equal to two-thirds of their height; their thickness will be one-sixth of their height. The letters will be of the ordinary full printing type, all of the same kind and dimensions; a space equal to half their width will be left between them.

Note: (*) (Airplanes not belonging to the State are authorized to carry advertisements on the lower surfaces of the plane or other parts which may seem adequate for the purpose).

b) For underlined letters, the line will have the same thickness as that of the letters and the same space will be left between the lower part of the letters and the top of the line.

Article 50. - When matriculation and nationality marks appear together, they must be separated by a dash equal to the width of a letter.

Nationality and matriculation marks will be placed as well as possible, taking into consideration the form of the airship. These marks must always be kept clean and visible.

CHAPTER IV

AIRDROME

Article 51. - By airdrome is understood any place on land or water used, even if only temporarily, for the departure, the landing and stationing of airships, no matter what the facilities may be.

Article 52. - No spot of the National Territory may be used as an airdrome or regular landing or alighting place or point of departure for airships of the regular public service, without being authorized for the purpose by the Division of Aeronautics of the Army (Department of Civil Aviation), or by the Chief Authorities of Naval Aeronautics, as the case may be.

Article 53. - Airdromes will be divided into public and private airdromes; the former will be established by the State, by companies or private individuals for the use of airships of the regular public service. Their establishment and functioning are subject to permanent control on the part of State agents who must be given the necessary space of land conveniently situated to exercise due control. These airdromes must cover a minimum surface of 600 x 600 metres. Private airdromes are those established by private individuals, or companies in general, for their own exclusive use.

Article 54. - Once the airdrome is duly authorized as such, the flying ground must be constantly kept in proper condition for the purpose, it being prohibited to plow or dig ditches therein without previous authorization from the respective authorities, who, once permission for such works is granted, will prohibit the use of all or part of the field if necessary, by means of signals and other such methods, while a red danger flag will be hoisted on one of the hangars.

Should there be strips of land not fit for use or in bad condition, or obstacles, etc. within the field, the perimeter thereof must be clearly marked by means of red flags of 1 meter stuck onto the ground.

Article 55. - On the surface of the airdrome there must be an identification sign, which will be given in each case by the respective authorities.

Article 56. - Any modification, improvement, extension, etc., must be communicated to the respective Division or Office which will keep the plans of the airdromes up to date.

Article 57. - All airdromes of the regular public service must have a responsible Chief and the necessary personnel for the proper maintenance of the installations and the service.

Article 58. - The airdrome authorities and personnel whose duty is to watch over the safety of the airplanes and installations as well as over the fulfillment of the customs and sanitary regulations, may require the assistance of public forces or of private individuals in order that said regulations may be complied with or for the purpose of arresting the violators of regulations in force.

Article 59. - Every public service airdrome must carry a registry periodically vided by the pertinent authorities, in which the passengers and shippers may, if they wish to, enter their claims against the companies or employees.

Article 60. - The following must be placed very visibly in every public service airdrome: 1. - Regulations of Aerial Traffic; 2. - Personnel and the functions pertaining thereto; 3. - List of airdromes existing in the country and neighboring countries; 4. - Tariff in force for passages and freight; 5. - schedules in force.

Any change in the tariff prices must be announced ten days in advance in a visible place.

Article 61. - The functioning of an airdrome may be suspended when the authorities consider such action necessary. In special cases, any authorization may be temporarily or provisionally suspended, while an investigation is carried on.

CHAPTER V

AERIAL TRAFFIC IN AIRDROMES, IN THEIR PROXIMITY AND OVER CITIES

Article 62. - A flag will be permanently flown in a prominent place at every airport, indicating the direction in which an airplane ready to land or take off must describe a circuit of it, or a partial circuit, if it deems it necessary.

A white flag will indicate that the circuit must be performed towards the right and a blue flag that it must be made towards the left.

Article 63. - When a civil airplane leaves an airport, it must not bank until it is at least 500 metres away from the nearest point of the airport and such banking as it may make must be in accordance with the provisions of the preceding article.

Article 64. - Any civil airplane flying at an altitude of between 500 and 1000 metres calculated from the nearest point of the airport, must observe the rules on circuit mentioned in the two previous articles.

Article 65. - All acrobatic landings in civil airdromes as well as all acrobatic flying at an altitude below 1,400 metres from the nearest point of the airport are prohibited.

No airplane may fly over cities or towns at an altitude below 500 metres. In the case of towns of between 10 and 100,000 inhabitants, airplanes may not fly across them at an altitude below 1,000 metres. Towns of more than 100,000 inhabitants, having no airports within their jurisdiction, may not be flown over at an altitude below 1,500 meters.

Civil airplanes, matriculated within the country or abroad, whether they be private or belonging to air navigation companies having regular lines or not, are not permitted to fly over the following zones or localities:

- a) Base of the First Naval Region (Bahia Blanca) starting from Villa Arias Station (Southern Railway) and the coast as far as Monte Hermoso.
- b) Base of the Third Naval Region (Rio Santiago), i.e., Isla Santiago and intermediate Canal.

- c) Arsenal of Naval Artillery (Zarate)
- d) Arsenals, military factories and powder magazine.
- e) Oil fields, distilleries and liquid fuel deposits in general.

Airplanes mentioned in the previous paragraph may not fly below 500 metres above military schools, barracks, troop quarters, etc.

Article 66. - Airplanes of any category are prohibited from performing acrobatics above cities, groups of buildings or places where public gatherings and demonstrations are taking place, especially racetracks.

Article 67. - In every airdrome the direction of the wind shall be clearly indicated by means of one or more of the methods adopted for the purpose; T for landing, wind sleeve, fires and other such things.

Article 68. - An airplane taking off or landing in an airport should do so into the wind, unless the natural conditions of the airport do not permit it. In the case of utter absence of wind, both operations should be performed away from the sun.

Article 69. - When two airplanes happen to approach the airport at the same time to land thereat, the one flying lower should land first, while the other one should make a circuit in order to maintain a greater altitude and to avoid a collision; in turning to land, both should follow the indications given under Article 62.

Article 70. - Airplanes showing signs of distress will be left free in their attempt to land in an airport.

Article 71. - All airport authorized for service shall be considered as being divided into three zones facing the wind. The zone on the right will be for departure; that on the left will be for landing; there will be a neutral zone between both. In landing, airplanes must endeavor to do so as near as possible to the neutral zone and always at the left of the airplanes that may have landed.

An airplane having reduced its speed upon landing, or on stopping at the end of its course, will enter the neutral zone immediately; it should stay as close as possible to the zone of departure, but always at the left of any airplane which may be going up or about to takeoff.

Article 72. - No airplane may take off while another just having done so is not at least 500 metres away from the airport.

CHAPTER VI

FLIGHT OF AIRPLANES REACHING ARGENTINE TERRITORY OR LEAVING IT

Article 73. - No foreign military or civil airplane, piloted or manned by personnel belonging to a military institution or to any of the administrative branches of a foreign country, may land or alight within the frontiers of the country or Argentine jurisdictional waters, or fly over them, without previous authorization, requested through diplomatic channels, and granted by the Executive Power (Ministry of War or Marine, as the case may be).

Once this authorization is obtained, the personnel of the airplane must retain the following documents; Permit to enter the country; identification papers of the crew.

The airplane must observe strictly the conditions which may be established upon being granted the above mentioned authorization.

It is strictly prohibited from carrying photographic apparatus, carrier pigeons or radiocommunication sets, unless special permission is granted in each case.

Article 74. - No foreign civil airplane (i.e., airplanes belonging to private individuals, sporting institutions, etc., or commercial entities, piloted or manned exclusively by persons in no way connected with the institutions or branches of a foreign state), may land, alight or fly over the national territory and jurisdictional waters, without previous authorization granted by the Executive Power (Ministry of War or Marine, as the case may be); once this authorization is granted, the airplane must meet all the conditions which may be set forth and its personnel must carry such documents as are indicated in Article 84.

Article 75. - The following will be stipulated upon granting the authorization to which reference is made above, of when national airplanes enter or leave the country:

- a) Route to be followed by the airplane in entering, flying over or leaving Argentine territory;
- b) Customs airport or place for landing, alighting or taking off (eventually).
- c) Time limit granted to remain in or outside of the country (eventually).

Article 76. - All airplanes arriving from abroad and reaching Argentina must first land in one of the airdromes authorized for customs inspection and until such services are established, it must land at an airdrome where the respective measures may have been adopted provisionally.

An airplane leaving the country must depart from an airport permanently or provisionally authorized for the purpose.

Article 77. - As an exception to the foregoing rules, certain kinds of airplanes, especially postal, or those belonging to transport companies regularly constituted and authorized, and those belonging to members of recognized touring institutions, not in the public transport of persons or of merchandise, may in certain cases be released from the obligation to land or alight in a customs airdrome and may be authorized to depart from or terminate their trip in certain airdromes or alighting zones of the interior or on the coast as may be indicated by the Authorities of the Air Service of the Army or the Naval Air Service.

Article 78. - When for reasons of force majeure which should be justified, an airplane crosses the frontiers through points other than those which were indicated to it, as well as in cases of forced landing, before continuing its flight and presenting itself at an airdrome where customs services are performed, the pilot shall notify the nearest local governmental, police or customs authorities, and shall prohibit - under his own responsibility - the withdrawal of passengers or the unloading of merchandise until the arrival of the competent authorities.

The same conduct will be observed by any pilot who is obliged to land in a non-authorized private airdrome. In either case, the flight may be resumed only with the authorization of the local customs authorities, which, after examining the airplane, shall vise the log book and the customhouse manifest and shall also indicate to the pilot the customs airdrome where he must necessarily perform customhouse formalities.

Article 79. - Customhouse officials and in general the representatives of public authority, shall have free access to all landing and alighting places; they shall likewise be authorized to inspect any airplane and its merchandise in order to exercise vigilance and fulfil fiscal laws.

Article 80. - The transportation of passengers and merchandise in airplanes utilized in air traffic between the Argentine Republic and other countries through Argentine air space and territory, may not take place without previous agreement between the respective administrations.

Article 81. - An airplane entering the Argentine Republic is prohibited from carrying merchandise, the importation of which is not permitted by the laws of the country, or any article on which the Argentine State may reserve for itself the monopoly of the transport thereof, unless special agreements are reached in that respect beforehand.

Article 82. - Civil airplanes are prohibited from carrying explosives arms and ammunition, poisonous and other such gases, and no foreign airplanes shall be permitted to carry such articles between any two points of the national territory.

Article 83. - Airplanes flying over national territory, as well as the crew and passengers thereof, shall be subject to all the obligations imposed by the Argentine customs and sanitary legislation and shall comply with all the orders issued by police and customs stations.

Article 84. - Any airplane wishing to land in the Argentine Republic must carry the following documents: Pilot's license; matriculation certificate and permit concerning the airplane, issued by the special department in charge of the air services of the country of origin. Should it carry passengers, it must have the books indicated in the present regulations, as well as a bill of health and the list of passengers vised by the representative of the Argentine Republic in the place of departure. Should it carry merchandise, it must have a cargo manifest and the information sheets or declarations signed by the shippers, in accordance with the Argentine law.

Article 85. - The civil pilot of an airplane arriving from abroad in an Argentine airdrome performing customs services, shall endeavor to land as near as possible to the customs station thereof. If, owing to unforeseen weather conditions, it is not possible to place the machine in a convenient spot, the pilot shall have the merchandise transported at his own expense to the warehouse of the customs office and under the vigilance of the personnel of fiscal authority, if there are any, or if not, by persons duly authorized for the purpose by the customhouse authorities.

Article 86. - Immediately upon landing, the pilot shall submit the following to the customs officials: The cargo manifest, the bill of lading of the merchandise he may bring or the vouchers of sales' orders, and the list of passengers and crew. All these documents must be authorized by the foreign customhouse of the place of origin.

The pilot shall also submit, signed by himself, the list of provisions and elements necessary to the airplane. Within two hours subsequent to the arrival, he shall present to the customs office a copy of the manifest, written in Spanish or in French. If he be asked, he shall likewise submit the log books, and shall have the luggage of the passengers he carries, as well as any merchandise, unloaded for inspection and control.

Article 87. - Should the airplane carry no merchandise, the pilot shall submit an account of the personnel and the list of provisions and supplies; he shall have the pilot's log book vised by the customs or police authorities. Fuel for consumption on the airplane shall not be subject to customs duties.

Article 88. - Airdromes performing customs services as mentioned in article 97 of this chapter, are the only ones authorized to import or export merchandise by airplane.

On arrival, the fiscal office shall verify the completeness of the seals, it shall proceed to effect the clearance, shall vise the pilot's log book and retain the manifest, and follow the procedure with promptness.

All declarations shall be presented in the same manner as in the general import trade and the same formalities shall be performed with regard to clearance. Penal sanctions in force with regard to imports by land or water shall be applied as far as possible.

Merchandise introduced by plane shall be considered as proceeding from the country indicated in the pilot's log book as well as in the cargo manifest vised by the respective fiscal agent.

Merchandise imported or exported by airplanes shall be subject to the same taxes and formalities applied to imports and exports affected by land or water.

Article 89. - The unloading of airplanes shall take place within the briefest time possible after their arrival, unless special circumstances make it advisable to authorize the extension of the time limit by the chief official of the customs station.

Article 90. - Merchandise carried by airplanes may enjoy the benefit of transit, provided the provisions of Argentine customs legislation for this kind of trade are complied with.

Article 91. - In principle customs dues shall be paid by all airplanes entering the national territory.

Those leaving the country will enjoy the benefit of the system of guarantee.

"Air Navigation Companies are required to guarantee the compliance with the laws and regulations by their airships, by depositing a provisional guarantee fund, accepted by the pertinent service, in the Bank of the Argentine Nation, which shall be returned within one year after the initiation of the line, once the seriousness and efficiency of the service has been verified."

Article 92. - In order to export merchandise by plane, the flight may not begin before a written authorization from the customs official at the head of the service in the airdrome of departure, has been granted and who shall examine the manifest and the vouchers, shall perform the prescribed inspection and vise the log book and the manifest.

He shall seal these documents, sign them and shall affix a lead seal to the merchandise or groups of merchandise for which such requisites are required.

Article 93. - Upon the departure of an airplane, the customs, police and sanitary authorities shall be authorized to inspect the airplane and verify the existence of all the documents it is required to carry.

Article 94. - In cases of forced landing, or damage to cargo, compulsory throwing away of loads through force majeure, efforts to salvage, the provisions established by the Argentine customs laws regarding this kind of accidents in fluvial navigation shall be observed.

G-2 Report

8010

Article 95.— All the restrictive provisions in force or those which may be established for the transit, entrance and exit of persons or merchandise throughout the country by terrestrial or maritime means, shall be applicable to airways.

Article 96.— Any violation of the regulations of fiscal or administrative order shall be subject to the penalties stipulated in the Laws and Regulations in force or to any complementary ruling which may be dictated.

Besides the application of the pertinent sanctions concerning violations, the State in which the airplane is matriculated shall be notified for the legal purposes of the case.

Article 97.— The following are declared to be customs airdromes for international air traffic, and they will be authorized for regular public service in due time:

Eastern Frontier:

Port of the Capital (for hydroplanes)
Bahia Blanca
Moron (traffic towards Uruguay)
Concordia (traffic towards Uruguay)
Monte Caseros (traffic towards Brazil)

Northern Frontier:

Resistencia (traffic towards Paraguay)
Salta (traffic towards Bolivia)

Western Frontier

Mendoza (traffic towards Chile)

CHAPTER VII

TRANSPORT AND UTILIZATION OF PHOTOGRAPHIC APPARATUSES,
CARRIER PIGEONS AND RADIOCOMMUNICATION MATERIAL

Article 98. — The transportation and utilization of photographic equipment, carrier pigeons and radiocommunication material, for commercial, scientific, sporting and other purposes, make it necessary for the interested parties to request authorization from the competent authorities, indicating the time, place and purpose of the utilization of such objects.

Article 99. — The General Administration of Aeronautics of the Army or the Bureau of Naval Aeronautics, shall grant or refuse such permission, which shall not cover more than three months for persons and one year for official civil aeronautical institutions and they shall indicate precisely what zones are forbidden for aerophotography.

These authorizations may be obtained at any time.

For the better compliance with the measures of security and purposes pursued, the authorities mentioned above, may exact from the interested parties thereof the copies and guarantees they may consider necessary.

Persons using photographic equipment solely for sporting and tourist purposes are excluded from the formalities to which reference is made in the first paragraph of the present article.

In cases of aerophotographic surveys of a cartographic or scientific character, for commercial or investigation purposes, the respective authorization shall be requested from the Department of Civil

From: M.A. Argentina

Report No. 5195

Date: September 23, 1935

Aeronautics, which shall refer the matter for control to the General Board of Aeronautics or Naval Aviation, if it deems it necessary, in case it might be prohibited to fly over the zones, etc.

Article 100. - The prohibition to carry photographic or moving picture machines on board does not include cameras taken as luggage or freight packed in such a way that no picture may be taken during the trip.

Article 101. - Photographic or moving picture cameras, plates and films carried by airplanes in violation of the present Regulations shall be confiscated.

REGULATIONS FOR AERONAUTICAL DEMONSTRATIONS
HAVING THE CHARACTER OF PUBLIC SPECTACLES

Article 102. - Aeronautical demonstrations, when taking place as public spectacles, must be authorized in writing by the Department of Civil Aviation of the Aeronautic branch of the Army or the Bureau of Naval Aeronautics, which shall respectively verify the seriousness and safety of the proposed organization, it being possible for the authority mentioned in the first place to entrust the local or nearest Aero Club with the vigilance and control of the compliance with the regulations in force.

Article 103. - In order to obtain the authorization to which reference is made in the previous article, the aeronautical authority or any other authority controlling the organization, must request permission on \$1 peso stamped paper from the Department of Civil Aviation of the Army Aeronautic branch, or of the Bureau of Naval Aeronautics, indicating the following:

- a) Program of the demonstration
- b) Sketch with references and details of the field where it shall take place.
- c) The day or days fixed for the performance
- d) Full name of the pilot or pilots taking part therein and the type or types of machine to be utilized.

Article 104. - Requests must be addressed to the respective Department or Bureau with a previous notice of not less than ten days before the date fixed for the performance.

Article 105. - During the aeronautical demonstrations, no other pilots shall be permitted to fly over the space assigned for the spectacle.

This prohibition does not include airships scheduled to depart from or land, in compliance with the regular public service and in compliance with the prescribed navigation rules, in the field where the performance is taking place.

CHAPTER IX

Article 106 - Penalties indicated for each case in article 107 to 109 of the present Regulations shall be applied as follows and apart from other penalties under which the case may come.

- a) Those who in flying within national jurisdiction violate the regulations or resist the authorities or their agents, making it difficult for them to exercise their function in fulfillment of their respective obligations.
- b) Those who in flying airships of National Matriculation commit actions or omissions punishable by the law.

G-2 Report

8010

Article 107. - Pilots having violated the regulations shall be immediately deprived of the airship's permit and authorization to fly during a time-limit in accordance with the seriousness of the violation in question; with respect to pilots the withdrawal of permits may be permanent, in which case the authorities will be notified by cable at the Division of Aeronautics of the Army, or the Bureau of Naval Aeronautics, as the case may be, the details and conclusions of the investigation of the case and the airship matriculation shall likewise be transmitted to the said departments. Once in possession of all such details, if it may be necessary, the Department or the Bureau mentioned above shall definitively decide the situation of the pilot and the airship, and shall issue the pertinent instructions.

Article 108. - If while flying a violation is committed by an airship of national matriculation, the penalties established by the present Regulations shall be applied as soon as the airship terminates its flight in the country.

If the airship has to leave national territory and it is not possible to apply said penalties immediately, the airship's matriculation shall be registered for the purpose of applying the penalty in due course and making the company responsible for the withdrawal of permits if the case should so require.

Article 109. - In the case of foreign airships or airships foreign to national matriculation, they shall be required by the military or civil authorities to land or alight immediately, for which purpose all the means available shall be utilized.

Article 110. - The State is not responsible for any damage which may be done as the results of non-functioning or inactivity of the aeronautical material detained owing to violation of the present Regulations.

Article 111. - The police authorities, national as well as provincial, shall cooperate with the aeronautic authorities towards the fulfilment of the present decree and they shall prohibit flights when they are not performed under the established conditions with regard to personnel and material.

CHAPTER X

FLYING OF AIRSHIPS IN STATE OF WAR

Article 112. - The flight of airships during the state of war shall be governed by the following regulations:

a) All aerial activities within the National Territory shall be authorized by the General Division of Aeronautics or the General Division of Navigation and Communications of the Ministry of Marine (Naval Aviation Division), as the case may be;

b) Regular public transport companies are excluded from the above authorization; they shall be required to present within 48 hours of their notification, the concession contracts as well as all the documents required, in order to prove that they are in keeping with prevailing regulations.

c) The regulating of the conduct to be followed for the better fulfilment of the stipulations under a) and b), shall be that which may be proposed by common agreement by the General Divisions of Aeronautics and of Navigation and Communications (Naval Aviation Division).

From: M.A. Argentina

Report No. 5195

Date: September 23, 1935.

REGULATIONS ON AIR NAVIGATION OVER THE
ARGENTINE TERRITORY

Rules for flying during the state of war are recalled.

Buenos Aires, January 17, 1933.

The provisions established by Article 112 of the Regulations of Air Navigation over Argentine Territory, regarding flights during a state of war, Decree of June 19, 1931, "Military Bulletin" No. 2580, 2nd part:

Article 1. - Any airship flying without written permission or deviating from the fixed schedule, shall be detained at any point of its itinerary or required to land by land or air forces, besides being liable to penalties applicable to the pilot as stipulated in the Regulations under Chapter IX.

Article 2. - The General Division of Aeronautics shall notify the police authorities, national or provincial, indicating the itinerary to be followed by an airship, whenever it grants a special flying permit.

Article 3. - The Ministry of the Interior will require the cooperation of the provincial and territorial authorities in order that they will send the Division of Aeronautics a telegram whenever an airship flies over their respective territories, indicating the hour, direction and features of the airship.

CHAPTER XI

METEOROLOGY

Article 113. - Aerological services for facilitating air navigation are centralized in the General Division of Meteorology, Geophysics and Hydrology of the Ministry of Agriculture.

Article 114. - The General Division of Meteorology, Geophysics and Hydrology is in charge of the organization, development and control of the pertinent studies and observations as well as of the drawing up, instruction and preparation of aerological charts and the general predictions on weather conditions.

Article 115. - The administration of the pertinent instrumental and elements destined to aerological services is also centralized in the said General Division where the Department of the Interior, of War and of the Navy must transfer the instrumental and elements which they may possess in their observatories, keeping only those utilized in stations, bases, schools and other branches for instruction and other purposes.

Article 116. - The General Division mentioned above is also entrusted with the establishment of a system of observatories, for the better functioning of the aerological service, it being necessary for the observatories placed under the Departments of the Interior, of War and of the Navy to be maintained by the latter departments as regards the conservation of permanent buildings, appointments of personnel and disciplinary system; but they will be under the supervision of the General Division of Meteorology, Geophysics and Hydrology as far as technical and operative stipulations are concerned.

Article 117. - The Permanent Committee created by Decree No. 8312 of August 25, 1932, presided by the Director General of Meteorology, Geophysics and Hydrology and formed by the Director General of Military Aeronautics, the Chief of the Naval Aviation Service and the Director of

G-2 Report

Civil Aviation as members, shall proceed to meet whenever it may be necessary in order to give advice for the better coordination and development of the meteorological service and for the protection of Air Navigation.

Article 118. - As atmosphere of reference in the Argentine Republic for all matters relating to aerotechnical and scientific subjects of meteorological character, the Standard Atmosphere sanctioned by the International Convention of Aerial Navigation is adopted.

Article 119. - The General Division of Meteorology, Geophysics and Hydrology shall define said atmosphere by establishing constant formulas and the corresponding tables of reduction which shall be published by it.

Source of Information: Translation of Aeronautical
Guide - 1934.



FREDERICK D. SHARP
Captain, G.S.
Military Attache.

G-2 Report

6-1 2076-102
NOV 21 1935
9 8010
WAR DEPARTMENT

ARGENTINA - 1. Aviation-Government-General.

Subject: Air Laws and Regulations.

Delivery of luggage arriving by boat or train,
belonging to passengers coming to the country by air.

DECREE OF OCTOBER 21, 1931.

RECEIVED G/2 W. D. NOV 19 1935

Article 1. - Luggage arriving by train or boat, belonging to passengers arriving in the country by air, shall be delivered with the franchises established in the Customs Regulations and complementary provisions, provided that the following requisites are observed:

- a) The airplane passenger must be provided with a consular certificate giving his name, age and nationality and the quantity of luggage to be sent as such by boat or railway;
- b) Luggage sent must be duly tagged by the Air Company, i.e., with tags issued by the Company;
- c) Upon arrival the passenger must execute the declaration of luggage in accordance with Article 1 of the Decree of June 24, 1931, to which must be added the consular certificate as stipulated under letter a);
- d) The luggage must be delivered by the respective personnel after it is duly verified by means of the exhibition of identification documents or passports.

Source: "Aeronautical Guide, 1934".

Frederick D Sharp
FREDERICK D. SHARP,
Captain, G.S.,
Military Attache.

G-2 Report

6-1 2076-102
8010 10
WAR DEPARTMENT

ARGENTINA (Aviation-Government-General).

Subject: Air Laws and Regulations.

Governmental Decree of Nov.30,1932 re
Fiscal Regulations for the Aerial Transport of
Passengers, ParcelPost Parcels and Merchandise

RECEIVED G.2 W. D. NOV 19 1935
"Considering the requests of the "Compania de Aviacion Pan-americana Argentina,S.A.," representing Panamerican Airways Inc., Panair do Brazil, S.A., and Panamerican Grace Airways companies - as well as of the Compania General Aeropostal and the Argentine Chamber of Commerce regarding legislation for the establishment of aerial transport of passengers, parcel-post and merchandise, from and to foreign countries, facilities for such services and also the suppression of certain consular requisitos, etc;

"Considering that the establishment of regular airplane services with a fixed itinerary between our country and foreign countries of Europe, North, Central and South America, will be of great benefit to the Republic and to trade in general owing to the rapidity with which it will be possible to obtain articles urgently required on the market to satisfy the demand of the population;

"Considering that the aerial transport of passengers, parcel-post and merchandise, etc., requires, owing to its essential characteristic, that the greatest facilities be given for the fulfilment of its mission; and that, accordingly, it is necessary to regulate this activity subjecting it to regular rules contemplating general interests:

THE PRESIDENT OF THE ARGENTINE NATION, THROUGH A
MINISTERIAL RESOLUTION DECREES:

Article 1.- Without detriment to the maintenance of all the rules foreign to the customs system contained in the legislation on air navigation over the Argentine territory, approved by decree of July 30,1926 (B.M.No.2093, 2nd Part), the aerial transport of imported and exported goods to and from abroad is authorized, subject to the requisites and formalities established in the following articles.

Article 2.- Aerial transport, as mentioned in the preceding article, may only be effected by the companies recognized and authorized by the Executive Power which must previously register at the Customhouse having jurisdiction over airports which in turn shall be authorized by the Executive Power and considered included in the customs zones.

Article 3.- No plane belonging to private individuals or civil institutions may effect commercial operations such as those authorized in Article 1, and any plane found to be carrying objects or merchandise on board, shall be considered as having violated the law and shall therefore be liable to the penal sanctions established in the Customs Regulations in Articles 1025 and 1026 of Law 11.281 in its Article 54.

AIRPLANES COMING FROM BOUNDARY COUNTRIES:

Article 4.- Pilots of airplanes included in these regulations, sent from boundary countries to the Argentine Republic, must make the declaration as required by the General Agreement of the Government dated November 16,1931. This declaration includes all the freight documents as well as those concerning the passengers and crew, etc.; also the health certificate relative to each trip shall be legalized by the

From M.A.Argentina

Report No.5230

Date:November 4,1935

Argentine Consul at the point of departure and shall be subject to the payment of fees determined in Article 1 of the Agreement mentioned above (Part 63). The declaration of the pilot must be the same as the model shown (Form No.1) and may be submitted for consular vise at the point of departure, in blank, without any requisite other than the indication of the date, and it shall in no case involve extra charges or expenses connected with the transfer of employees. When, owing to lack of time, the plane is obliged to take freight or passengers aboard at the last minute before leaving, the pilot must record the fact in the declaration to which reference is made, and should the plane leave from a locality where there is no Argentine Consul, the pilot shall execute his declaration at the first stop where there is one (Article 5 of the Agreement referred to).

Article 5.- Apart from this declaration, the pilot will submit to the Customhouse of destination, a general report of the freight, in triplicate, according to the model proposed and, furthermore, will submit the custom house permit, in triplicate, duly placed in envelopes and tied to the packages or parcels; the formulas for these documents are shown herein, and they shall be given the following destination upon arrival of the plane. No.1 must be delivered to the Customhouse together with the other documents upon the reception of packages or parcels and it will serve as certificate of origin for the filing documents of the plane. No.2 is intended for the Customhouse that it may record the reception thereon and No.3 serves to assist the Customhouse to control and check same with the manifest (general account); this should be presented by the interested party upon withdrawing parcels, etc. Those documents must show no signs of erasure, corrections or interlineations, and they must contain details concerning the marks, number, number of cases or packages, contents, value, weight, name of the remitter and consignee, point of destination of the merchandise. It is not necessary for these documents to be vised by the Consul. The form of these documents and the number of their copies must be uniform for all the companies engaged in aerial transport referred to in the present regulations.

Article 6.- If the plane stops within the territory of the same boundary country, the pilot shall establish in his declaration the date and the hour of landing and the reasons which caused him to do so, and if he takes merchandise or passengers aboard during that stop, he shall record it under his signature in the declaration, besides adding the same documents placed in envelopes, etc., as mentioned in the preceding article.

PLANES COMING FROM NON BOUNDARY COUNTRIES

Article 7.- Pilots of planes taking merchandise or passengers in countries of Europe, North, Central and South America, whose trips are made by stages, or with changes of machines are excused from having to obtain legalization in any point other than that of origin, it being possible to obtain this in any of the calling points, if for reasons of service it were found easier to do so, in which case the highest fee shall be charged; the pilot shall indicate in his declaration the freight, passengers, parcels, etc., taken aboard during stops, and he shall also mention the official sanitary condition of such places, it being necessary for him to hold this document until he reaches his destination, indicating any variation in the list of the crew and in the machines (Article 3 of the Agreement mentioned). These planes are subject to the same regulations and the same documents as are mentioned with regard to planes proceeding from boundary countries, and the consular requirements remain subject to the payment of dues indicated in paragraph b, part 63 of the Agreement of November 16, 1931; they shall fulfil all the formalities indicated below which, in a general character, are in force for all cases.

GENERAL REGULATIONS

Article 8. - It is compulsory for parcels imported by airways to be appropriately wrapped in special sackcloth or linen bags, locked strapped in such a way that merchandise may not be taken away or substituted. Parcels or objects which owing to their size may not fit in bags, may be transported duly wrapped and strapped in order to avoid their being subject to theft or substitution.

Article 9. - It is strictly forbidden that pilots carry parcels or objects in any way other than that indicated in the preceding article, and those who should violate the rule will be considered liable to punishment as established in the Customhouse Regulations and Laws on the subject.

Article 10. - Apart from the formalities indicated above, the pilot must keep his log book and navigation register up to date, and he must present at the first Argentine point which he reaches, the list of provisions and surplus messroom supplies as stipulated in Article 31 of the Customhouse Regulations, to be submitted to the Customs Guard for verification.

ARRIVAL AND LANDING IN ARGENTINE TERRITORY

Article 11. - When an airship is about to reach Argentine territory, the respective Company will be obliged to issue the corresponding notification to the Customhouse of the jurisdiction, with the necessary anticipation, in order that the latter may detach a guard to control the arrival and make the customary inspection. This employee must be at the place of landing at least fifteen minutes in advance, and the expenses of his trip thereto as well as his return to the Customhouse shall be charged to the Company. Should this operation take place outside of working hours established for the functioning of the Customs Service within the strictest fulfilment of regulations in force, the Companies shall pay the extra service rendered by the respective Customhouses, in accordance with Law No.10.606 (pilots).

Article 12. - When the airplane lands, the customs guard will forbid the approach or access of persons to the airplane, with the exception of the personnel required in the landing operation, etc.; he will also forbid the unloading of parcels or merchandise, and will require the pilot to submit the pertinent declaration and invoices, to which he will apply the formalities indicated in article 5.

Article 13. - After those requirements are duly fulfilled, the guard will permit the passengers to leave the airplane, and will see that the mission entrusted to the Ministries of War and Marine are not hindered; he will inspect the luggage thereby strictly observing the stipulations of the decree of October 10, 1916 and October 29, 1931. He will then record in the pilot's declaration the arrival of the airship as follows:

Airship(name), landed in the airport of on the above date, at, proceeding from carrying aboard packages, of which are addressed to this city, and are sent to the Customhouse in the charge of the undersigned. It will resume its trip at of this date, bound for carrying the remaining bundles.

Article 14. - The Customs Guard in charge of the preceding formalities will annotate in the bills of lading which the pilot may deliver, an account of the bundles left in the first Customhouse and of those which were in transit to another place, this being a requisite which he will fill in the column of notes of the pertinent documents, in red ink.

From: M/A Argentina

Report No. 5230

Date: November 4, 1935.

Article 15. - The same guard is duty bound to inspect in due course the closing of pouches, parcel-post parcels, postal bags and strappings of other packages, and should he see that same have been opened, he will thereupon draw up an act in the presence of the post-office employees and the representative of the Company in the locality, recording the irregularities which he may have found; he will submit this document, signed by all those present, to the authorities, in order to register the motive of the violation of the said locks, etc. Without detriment to the provisions of this article, the customs and post-office employees will strap the pouch or bundle appropriately, addressing it to its destination, recording same in the respective document.

Article 16. - After the pouch to which reference is made in the preceding article is received in the Post Office, it will be opened in the presence of the legal attorney of the company to which the bag belongs, as well as in the presence of the consignee, the chief of the local Post Office and the customs guard; if the bag contains merchandise subject to duties, this merchandise will be considered as a violation and therefore liable to the penalties established in article 3 of the present Regulations; furthermore, the transporting company will be fined 1000 pesos gold provided the merchandise is not contained in parcel-post parcels.

Article 17. - Bundles unloaded and left in the first Customhouse, will be compared as regards marks, numbers, consignment, etc., with the details specified in the respective bills of lading, and they will remain under the charge of the customs guard, placed in customs bags to be supplied by the interested companies. After this requisite is fulfilled, the bags will be sealed and bound with the official seal of the Customs and that of the Company; they will then be carried by the guard to the Customs premises where they will be delivered together with the pilot's declaration and two copies of the freight statements against receipt from the employees in charge of the Parcel Post Office.

Article 18. - Differences either less or in excess, found in the unloading of bundles, will be punished with the penalties established in Article 905 of the Customs Regulations, unless they are accounted for within twenty-four hours after the unloading is terminated.

Article 19. - The third copy of the freight statement shall be delivered by the guard of the first Customhouse to the pilot after it is duly signed, in order that the pilot may submit it to the Inspecting Authorities of the other Customhouse when the plane lands in the latter's jurisdiction.

The Bureau of Customs Inspection whose jurisdiction includes the airport, will establish in each of the statements the details connected with the entry of parcels and other requisites, as is indicated in the case of the first Customhouse; parcels and packages will be duly wrapped and forwarded to the Parcel Post Office in accordance with the same formalities already mentioned.

Article 20. - The first Customhouse at which the airplane may arrive will start a file with the pilot's declaration and a copy of each of the freight statements carried by the airplane; the officer in charge will copy in each of these statements the details concerning the arrival, assigning to each plane a register number, beginning with No.1 every 1st of January. The other statement will be officially transmitted to the other customhouse in order that it may be confronted with the one which the pilot will deliver, thereby establishing whether the packages or parcels despatched from the first Customhouse are the same as those unloaded from the plane.

Article 21. - The Customhouse will compare the statements submitted officially by the first Customhouse with those submitted by the pilot and which served to record the plane in the register-book; it will return them immediately thereafter to the remitting Customhouse, duly establishing its conformity or disconformity as the result of this operation.

Article 22. - If these statements prove satisfactory, the first Customhouse will cancel the transit operation; if differences are found, it will proceed to establish the case and to apply the pertinent sanctions in the general manner provided for by the Customs Regulations and Law on the subject.

Article 23. - The Customhouses will utilize freight statements as general manifests, and they will draw up according to these lists, the necessary papers to be presented by the consignees of the goods for their despatch to the market. This operation will be performed strictly in accordance with the formalities, signatures and seals pertaining to international parcel posts, and goods of this category will pay customs dues as well as warehouse, slingage, statistical and any other duties to which their importation is subject.

Article 24. - The introduction by air is prohibited of such harmful drugs and goods whose importation is not permitted by the laws and regulations in force, and also such objects as are indicated in Article 50 of Law No.11281.

Arms and munitions of war will be subject to a previous permit from the respective ministry.

Article 25.- Furthermore, and with regard to the papers necessary for the despatch and withdrawal of the goods, merchandise arriving by air will be subject to fines of from two to five per cent as established in the Customs laws and regulations and Law No.11,248 concerning general cases.

Article 26.- The document referred to in Article 23 should be drawn up after examining the necessary declarations and those contained in the statements submitted by the pilots with regard to marks, number of parcels, contents, consignees, etc., and if no differences are found, the customhouse permit will be duly issued and signed in accordance with the respective regulations for goods shipped as International Parcel Post parcels. However, the employees in charge will record in the column intended to record notes the number of the customhouse permit, the date thereof, after which they will sign this document.

Article 27.- The customhouse permits must be presented jointly with the original copy of the statement to which reference is made in Article 5, remitted by the Company to the interested party, issued at the place of origin of the goods; this document will serve to identify the ownership of the goods before the Customhouse and will be subject to the payment of stamped paper stipulated in the provisions of Law No.11.290 and other regulations in force with regard to transfers through indorsements.

Article 28. - In order to be accepted by the Customhouse, the document referred to in the preceding article must contain - besides the pertinent declarations - the following statement signed and sealed by the representatives of the Company domiciled in the place of consignment of the goods: "I certify that the signature at the foot of the present document belongs to representative of our Company at(place), or to our pilot, that it is authentic and that we assume the responsibility thereof as well as for differences concerning the number of parcels figuring in the general freight statement up to the moment of delivery against receipt from the Customhouse.

The document in question will be treated in the same manner as notice-slips used for the clearance of Parcel Post parcels.

From:M.A.Argentina

Report No.5230

Date:November 4,1935.

Article 29. - Airplanes making trips to the Republic from anywhere without stopping in any Argentine frontier Customhouses, may land or alight only in the places especially authorized by the Executive Power, and the Buenos Aires Customhouse will intervene in the formalities connected with the arrival, vigilance, reception of goods, clearance documents, etc., strictly in accordance with the provisions of the present regulations.

Article 30. - If any plane consigned to the activities referred to in the present regulations should be obliged to make forced landings or transshipments at non authorized places of the Republic, the pilot will record in his log book and in the document called "pilot's declaration" the circumstances which caused him to do so and this declaration will bear his signature as well as that of the crew and passengers of the plane, indicating their respective addresses. In the case of the transfer of merchandise, luggage, etc., owing to the reasons mentioned above, the said declaration and other documents concerning the trans-shipment, will be delivered to the pilot of the plane receiving the transfer against receipt of same, that the goods may be conducted, delivered at their destination and that all the formalities prescribed in the present regulations may be fulfilled.

Article 31. - The pilot who during a flight over territory or waters of national jurisdiction should let fall without any justified cause, bags or bundles containing or not containing goods subject to duties, will be liable to a fine of 5,000 pesos gold, and should the goods be found, they shall be confiscated for the benefit of whoever denounces the fact. No punishment will be incurred, when bundles are thrown for reasons of force majeure, such as: Need to relieve the load of the plane in order to avoid forced landings or wreckage; under these circumstances, the pilot will establish the same proofs as are indicated in the preceding article, and will also indicate, as precisely as possible, the place at which he threw the load. In cases of trans-shipment, the pilot will state in the documents whether the seals and locks of the bags or bundles are in perfect condition or not.

Article 32. - With regard to responsibility for any transgression referred to in the present regulations which may be committed by employees or agents of the air navigation companies, upon registering the manner indicated in Article 2, the Companies will give guarantees as required by the Customhouses, and the inscription to which reference is made in the said Article, will be made in accordance with the formalities prescribed in the Decree of May 15, 1931, it being understood that in so doing, the Companies accept the present regulations, and that they pledge themselves to observe them and to assume responsibility for the pertinent penalties and fines.

Article 33. - With reference to the arrival and departure of passengers making tourist trips by air between our country and foreign countries, the Customhouses will proceed in accordance with the provisions contained in Articles 29 and subsequent ones of the Decree regulating Law No.11.281.

Article 34. - The Companies that have accepted the present regulations are authorized to carry passengers coming to the Republic from abroad who at the moment of going aboard may not have presented their identity documents, duly legalized by the Argentine consuls at the place of origin, under the exclusive responsibility of the Company and its obligation to notify this circumstance, at the moment of the arrival of the plane at the place of landing or alighting in the Republic, to the national Immigration and Health authorities in order that the latter may take the necessary action. The passengers included in this exemption, shall pay upon arrival the rates established by the consular tariff in force, without extra charges.

EXPORTATION BY AIR

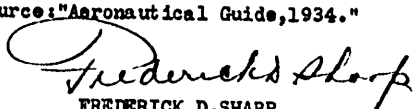
Article 35. - Provisionally and until further notice the exportation of parcel-post parcels by airways, will be subject to the following formalities: a) Parcel-post parcels will be presented directly by the interested parties to the Customhouse, the latter having to record in a list and in the order that they are presented, the order number of the parcel-post parcels, name of the remitter, destination, details of the kind of goods, value, and duties to be collected, or whether duty free. b) Once the pertinent duties are collected, and the receipt of the payment is granted and the parcel post parcels are sealed with wax with the seal of the custom house shipping the goods, the latter will be remitted to the interested parties in order that they may be taken to the shipping company for their despatch. c) The pilot of the plane carrying the goods will draw up a statement in duplicate concerning the freight or parcel post parcels he may take on board; one of these copies will be handed by him to the custom house guard assigned to the airport in order that he may make the customary checking of the goods. d) If this employee has no observations to make the packages will be placed in the bags provided by the company and immediately embarked. e) Should there be differences, they will be adjusted to the statement under statement and signature of the pilot, of the owner of the goods and the customhouse guard. f) Once the flight is started, the guard will establish in one of the copies of the shipping statement the hour and date of departure, he will seal and sign this document and will transmit it to the custom house where it will be placed in a special file.

Article 36. - National airships transporting goods, passengers, etcetera., in the conditions indicated in the present regulations, will enjoy all the franchises provided for in Articles 3, Clause 3 of Law No.11250, and 14 of Law No.10606.

Article 37. - Foreign airships are hereby authorized to transport national or nationalized goods between points of the national territory provided they fulfill the provisions of decree dated January 13 of the present year.

Article 38. - Let this be communicated, etc. (Signed) JUSTO - Alberto Hueyo - Leopoldo Melo - Carlos Saavedra Lamas - Manuel de Iriondo - Manuel A. Rodriguez - P.S. Casal - Antonio de Tomaso - M.R. Alvarado.

Source: "Aeronautical Guide, 1934."


FREDERICK D. SHARP,
Captain, G.S.,
Military Attache.